

# **small air forces observer**

vol. 20 no. 2 (78)  
July 1996

US \$4.00



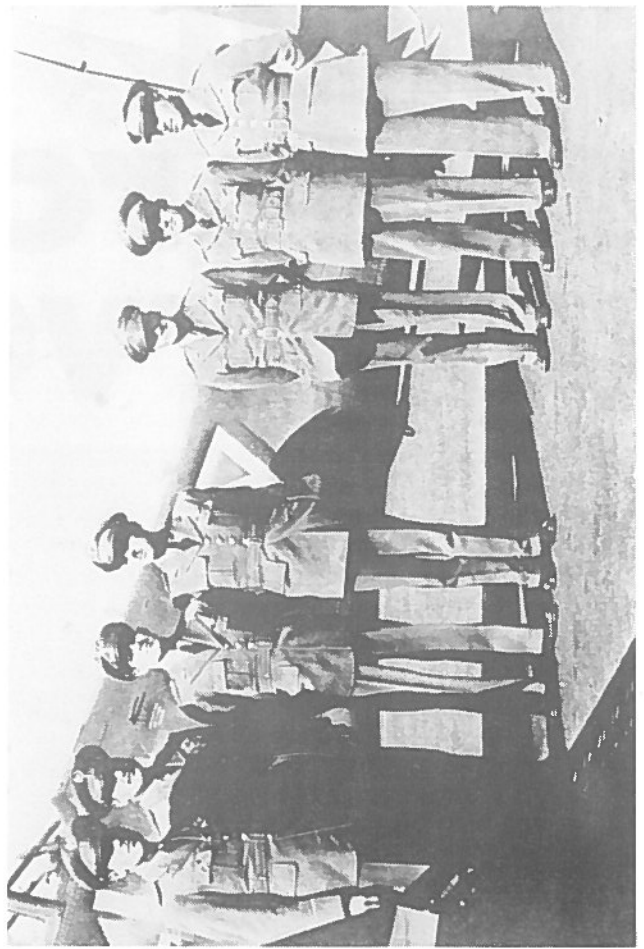
**Armstrong Whitworth FK.8 in Paraguay  
Mexicans at NAS North Island  
Small Air Force Skyvans  
Chinese-American Aces  
Zerstörers over Poland  
Bulgarian KB-11 Fazan  
Danish N&W Type Aa  
Swiss Moranes**

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# SMALL AIR FORCES OBSERVER

## The Newsletter of the Small Air Forces Clearing House

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**SAFO EDITORIAL POLICY:** The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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editorial office, or send \$20.00 and any surplus will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US. (There's a \$25 charge to cash a check from a bank without a US subsidiary.) New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

**BACK ISSUES:** Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

**MEMBERSHIP LIST:** To promote cooperation between members, a list of SAFO member's names and addresses is available to SAFCH members for \$1.00 plus postage (USA \$0.55; others \$0.95 surface or \$1.73 air mail).

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**INFORMATION FOR AUTHORS:** Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material.

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**SMALL AIR FORCES OBSERVER** (USPS 439-450) is published quarterly for \$10.00 per year by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Second class postage paid at Carmel Valley, CA 93924. POSTMASTER: send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

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**LOST MEMBERS:** Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Eric Stoutenburg, Ft. Carson, CO; Curtis Marzolf, Bulverde, TX; Ira Campbell, Tamarac, FL; E. Tronn, Montreal, PQ Canada; Alain La Pierre, Maracay, Venezuela; Michael Parr, Prince George, B.C. Canada; Richard Harrison, Stroudsburg, PA; Ellis Estes, Alexandria, VA. Gary Lepinski, Minneapolis, MN; Andrzej Lesicki, Poznan, Poland.

**COVER COMMENTS:** In SAFO #77, we presented a review of the 1/72-scale, vacuform kit of the Danish-built Nielsen & Winther biplane scout. Now, the manufacturer of this kit, SAFCH member Claus Dam, has provided some interesting photos which are presented on pages 67-68. Our cover photo shows N&W 4 as it appeared in 1921, stripped of fabric from the wings to make it a taxiing trainer. (N&W 5 was similarly converted.) This would make an unusual, but very challenging conversion project for some intrepid modeler. (Photo from the RDAF Historical Collection.)

**ESTATE SALE:** Hundreds of books and magazines will have to be sold or they will be tossed into the recycling bin. Magazines from \$0.50 to \$1.00; soft-bound books \$1.00 to \$5.00; hard-bound books \$5.00 and up. In addition, a collection of decals has just been obtained. This collection includes many rare and long-unobtainable sheets such as Stoppie and ABT. Send \$1.00 (or two IRC) and a large SASE for list of magazines, books, and decals.

### -wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

I would very much like to find photos of the following German a/c with Brazilian connections: Any aircraft of Lufthansa and Sindicato Condor; the Heinkel He 115 V-1 while attempting to break the South Atlantic non-stop record; and Juan-Ignacio Pombo's Klemm Eagle which flew the South Atlantic from Bathurst to Natal on 21 May 1934. Also, photos of the Graf Zeppelin and Hindenburg in

Brazil would be very much appreciated." Sergio Luis dos Santos (SAFCH #1202), Rua Jardim Botânico 647/301, 22470-050 Rio de Janeiro-RJ, Brazil.

"I am seeking information, photos, drawings, colors and markings information, and/or personal accounts concerning the French Farman 1000

'Stratoplane', registration F-AKFK. It was first flown, in approximately 1932, near Paris by Farman test pilot Lucien Coupet. The plane had a pressurized cabin for a pilot and observer and was purchased by the French government for high-altitude research." Dean Swift (SAFCH #1444), 7403 Wilden Dr., Des Moines, IA, 50322-4139, USA.

## AUSTRALIA

**AUSTRALIAN PLASTIC MODELLERS ASSOCIATION** (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30).  
**2/95** (28 pages) "Trubble in the Bubble: Part 2" 2 pages of photos of details of museum Bell 47. "Yanks in the RAF: The Curtiss P-40 Tomahawk" 3 pages including 4 side-view drawings. "Avro Manchester Mk I and Mk IA" 4 pages on converting a Lancaster including scale drawings of necessary modifications and 2 side-view drawings. "Iberian Armoured War: Part 2 - Home-Built Vehicles" 8 pages including 1/35-scale drawings for 4 machines and a few color schemes. "Experimental Mustangs" 2 pages on building the Mustang X including 4 side-view drawings. "Aardvark Update" 2 pages on RAAF F-111s including 3 photos. "RAN Scouts" 2 pages on the RAN Westland helicopter including 4 photos.  
**4/95** (28 pages) "Experimental Marauder" one page with side-view drawing of French B-26 with a jet engine in the fuselage. "A Tiger's Tail" 2 pages on building a cropdusting Tiger Moth including a side-view drawing of an a/c with the fabric removed from the rear fuselage to reduce corrosion. "Huey II" one page on UH-1H upgrade including side- and top-view drawings. "Vintage Australian" 4 pages on scratch building a Westland Widgeon including a 1/48-scale 3-view drawing and 3 side-view drawings. "DC-3/Dakota Kits: A Market Survey" a 4-page critique of the 1/72-scale kits including a drawings comparing fuselage shapes and a table comparing critical dimensions.  
**1/96** (28 pages) "Bent Wing Bird: The F4U Corsair" 16 pages describing the various versions of the F4U including 7 pages of 1/72- and 1/48-scale drawings and 5 pages of sketches of interior and exterior detail. "Vaguely Varied Vega" 4 pages on converting the 1/48-scale high-wing Lockheed Vega into a low-wing Altair of Kingsford Smith. "One into Two" 4 pages including 19 side-view drawings of two-seat versions of single-seater (Irish Spitfire T.9, Croatian G.50B, Romanian IAR-80DC, Finnish UT-4, and Soviet Me 163S, P-40K, & TP-39F, among others).

**NEWS AND VIEWS** (IPMS NEW SOUTH WALES, PO Box 637, Broadway, NSW 2007; 4 issues A\$30.00 air mail).

**12/3** (38 pages) "Typhoon" 14 pages on development and operational use including 12 photos and 8 side-view drawings. "Kiwi's over Normandy" one page including 2 side-view drawings. "Fighter Sqns of the RAAF in WWII - Part 9. 435 Squadron Spitfires Mk.7,9,16" 6 pages including 7 photos and 7 side-view drawings [Editor's note: Most drawings are supported by one or more photos - a nice touch that deserves to be emulated by other publications.]

**12/4** (30 pages) "Fighter Sqns of the RAAF in WWII - Part 9. 453 Squadron Pt.2, Spitfires MK.9,16" 7 pages including 7 side-view drawings supported by photos. "Aces Corner: RAAF Pilots in the RAF, Pt.10" one page including 3 side-view drawings. "A Yank Yak" one page with one side-view drawings of a Yak-23 in USAAF markings. "Soviet Bestmanns" one page with 2 side-view drawings of Bu 181 carrying red stars. "MiG Manifesto: The MiG-19 Farmer, Pt.1" 4 pages including 9 side-view drawings (USSR, Bulgaria, Syria, Indonesia, Egypt, & Czechoslovakia).

## AUSTRIA

**OFH NACHRICHTEN** (Oesterrichische Flugzug

Historiker, Felberstrasse 104/7, A-1150 Wien.)  
**1/96** (32 pages) "Ziegler Schlitzflugel-Eindecker" 2 pages including 3 photos. "70 Jahre Flughafen Innsbruck" 8 pages including 4 photos. "SAAB B17A" 6 pages including 4 photos, a 2-page 1/72-scale drawing of Austrian target tug '4D-AA', and side-view drawings of target tugs AD-4W 'SE-EBK', Firefly Mk1 'SE-BRC', & Austrian Turbo Porter '3G-EH'.

## BELGIUM

**KIT** (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; 4 issues US \$25 in cash, International Postal Money Order for 750 BF.  
**#100 4/95** (36 pages) "Le C-47" 5 pages on modeling Belgian AF 'OT-CWE' including 2 photos of a/c, port & starboard side-view drawings, and 4 photos of the model. "Mirage IIIE" 6 pages on modeling French AF '3-XA' including 4 photos of the model, 4-view drawing, and drawings of external stores. "Planeur Airspeed Horsa" 4 pages including 4 photos of the model. "Salmson 2.A2" 3 pages including 4 photos of a diorama. "Moi et mes Avions" 11 pages including 22 photos of attractive dioramas.

## BRAZIL

**EM ESCALA** (IPMS Brazil, Rua Lucidio Lago, 457/206 - Meier - Rio, RJ, CEP 20780-020. Subscription is \$10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.)  
**1/95** (16 pages) Nothing of small-air-force interest.  
**#80** (16 pages) "Os Fiat C.R.20 bis da Força Aerea do Paraguay" 2 pages including 3-view drawing. "O Xavante a Servico do Paraguay" 3 pages including drawing of color scheme and sketches of cockpit and landing gear.

## CANADA

**RANDOM THOUGHTS** (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$20.00 in US \$22.00 elsewhere).  
**24/3** (24 pages) "RCMP Grumman Goose Stays in Canada!" 5 pages including 9 photos and scale 3-view drawing. "Mustang I" 7 pages on building the Accurate Miniature 1/48-scale kit including 10 photos of model and drawings of wings and nose armament. "Spanish Civil War: Hannes Trautloft's He-51" One page including side-view drawing. "Tale of Two Spits" 4 pages on building the 1/48-scale Hasegawa & Tamiya Spitfires including 5 photos of models. "Sikorsky HO3S-1" 3-page review of the MPM kit including 3 photos of model and sketch of interior detail.  
**24/4** (24 pages) "Instant Modelling Gratification: L&S's Pitts S2-A Special in 1/72 scale" 2 pages including 2 photo of model. "Nieuport Vh" 3 pages on RNAS a/c including 2 photos and scale 3-view drawing. "White Knights in Bosnia: UN Armour in a Peacekeeping Role" 3 pages including 8 photos. "M113C&R Lynx Command and reconnaissance Vehicle: 1968-1993" 4 pages including 8 photos and 1/35-scale drawing. "Junkers F.13s of the Air-Land Manufacturing Company in British Columbia" 6 pages including 2 photos of a/c, 5 photos of models, and 2 pages of 1/72-scale drawings.

**ZLINEK JUNIOR** (Jaromir Stepan, P.S. 8, 763 14 Zlin 12). Text in Czech.

**2/95** (16 pages) "OK-ZDJ" 5 pages including 17 photos of Aero C-103A.

**3/96** (16 pages) "Czech II-28" 11 pages including 15 photos, numerous sketches, and 5 pages of scale drawings.

**AERO PLASTIC KITS REVUE** (Vydavatelství Model Hobby Press, ul. 1. máje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.)

**#29** (74 pages) "Kridla nad Suezem v Roce 1956: 3.cast" 10 pages including 10 photos and 8 color side-view drawings (Israeli C-47, Texan, Piper Cub, Mustang, Ouragan, & Mystere IV and Egyptian MiG-15 & MiG-17). "Smrtici Duo: Don Gentile & John Godfrey" 5 pages including 6 photos and 4 color side-view drawings. "Pakistanske Letectvo 1947-1994: 2.cast" 7 pages including 3 color photos, 8 b&w photos, and 11 color side-view drawings (Beaver, B-57, An-26, Fantan, F-16, Aero Commander, Alouette III, Kaman HH-43F, Bell AH-1F, Sea King, & Mi-8). "De Havilland DH.98 Mosquito: 2.cast" 8 pages including 7 photos, 1/72-scale drawings of NF Mk.30, cutaway, 3 color multi-view drawings. "Span VII" 7 pages including 2 color photos, 4 b&w photos, 2 pages of 1/48-scale drawings, 7 sketches of details, and 6 multi-view color drawings (French, RAF, Italian & Finnish). "Heinkel He 178V1" 2-page kit review including 6 photos. "Jaky, Stihaci Esa a Barvy: 2.cast" 10 pages including 9 photos, 3 pages of 1/72-scale drawings (Yak-7, Yak-9 & Yak-3), and 6 color side-view drawings of a/c flown by Soviet aces.

## DENMARK

**NYT** (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegets Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary.  
**#69** (32 pages) "Leduc 010, 016 & 021" 2 pages including 3 photos. "The Greenland Survey Expedition" one page on building a Danish Tiger Moth on Floats (drawings in Nyt #63, text in English).  
**#70** (40 pages) Report on the 1995 IPMS-Denmark National Convention.

## ENGLAND

**IPMS MAGAZINE** (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).  
**2/96** (40 pages) "Queen Elizabeth Class Battleship 1916" 8-page article on modeling WWII battleship. "Malta Memories" 2 pages including 5 photos (RAF Mosquitos, Martinet, & Baltimore).

**PLASTIC KIT CONSTRUCTOR** (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £19.00. In USA/Canada order from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).

**#45 Spring 1996** (32 pages) "'Mudhen' Makes Good" 2 pages including 7 photos of USAF F-15E. "North American XB-70 Valkyrie" 2-page history and modeling. "The FJ-4 (Converting the EMHAR FJ-4B Fury)". Thirty kit reviews including: "Four from Aeroclub" (Hawker Woodcock II, Gloster Grebe, Gloster Gamecock, & Gloster Gladiator); LTD Models 1/48-scale IAR-80A & PZL P-11c; Skybirds 1/72-scale Friedrichshafen G II. "ARBA's



Hornet in 1/48th." Nakotne 1/72 Su-35. Revell 1/48 Su-7.

**INSIGNIA** (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.)

**#2 March 1996** (36 pages) "Seized by the Slovenes" 2 pages on a graffiti-covered Mi-8 including 2 photos, port & starboard side-view drawing, and 1/72-scale decals. "Latvia's Air Force" 3 pages including one photo (Camel) and 6 side-view drawings [Sopwith Strutter (2), Camel (2), and KOD-1]. Air Force Insignia #5: Latvia" drawings of 6 different national insignia and photo of a L-410. "Bulgarian Air Force" 2 pages including 8 photos (FW-44, FW-58, D.520, Ar-196, Pe-2, Yak-9, Laz-7) of a/c carrying the roundel/bar insignia from 1944-50. "Flying the Threat" 2 page story of Soviet a/c in the US Army including 2 photos (Mi-2 & An-2) and 2 side-view drawings (Mi-2 & Mi-8). "Yugoslav Photo Album" one page with 4 photos (S-49C, Soko Type 522, & Soko Type 213). "Albatros D.III(Oef)" 2 pages with 9 side-view drawing [Austro-Hungarian (5 including 2 a/c carrying Stefan Stec's insignia), Austrian, Polish, and Czech (Adolf Blaha's a/c with the arrow-pierced heart emblem and non-standard Czechoslovak roundels and as it later appeared in the Czechoslovak AF service)]. "Imperial Russian Air Service" 2 pages including 4 side-view drawings [Henri Farman HF20 (2), Maurice Farman MF11, & Nieuport 12]. "Carinthian War Update" one page including 3 side-view drawings [Albatros D.III(Oef) (2) & Hansa Brandenburg C.I]. "Cancelled Projects: SAAB A36" one-page 2-view drawing of Sweden's proposed nuclear bomber. "Thai Air Force Museum" 4 pages including 9 photos (P-12, Breguet 14, Corsair, Ki-55, Hawk III, Bearcat, & F-85G) and 5 side-view drawings [Spad VII (2), Spad XIII, Nieuport 11, & Nieuport 12]. "Slovene 15 Brigada" 3 pages including 2 photos (Bell 412), 4 side-view drawings [Bell 412 (2), Bell 206, & Pilatus PC-9], and drawings of 5 unit badges. "Air Force Insignia #6: Slovenia" 1/2 pages including 2 variations of current insignia. "Operation Biafra Babies" 2 pages including one 3-view drawings and two 2-view drawings. "Letters and Questions" 3 pages including photos of Afghan Mi-17 & Mi-24 and Lithuanian An-26 & Anbo 1, 2-view drawing of Anbo 1, and drawings of Bulgarian AF insignia 1918 & 1937-38. [Editor's note: 4 of the 5 letters are from SAFCH members.] "Further Help Needed" one page with side-view drawings of Austrian paramilitary Heimwehr BFW M 23b and 2 Hopfner HS 8/29. Insignia Special announced: "Air Forces of former Yugoslavia 1991-1996" and "Lithuanian Air Force 1918-1940".

**SWEDISH AIRFORCE SIG** (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £3.00 UK, £5.00 Europe, \$15.00 USA).

**#21 April 1996** (20 pages) "Schweizer 300C/Hughes 269C (HKP 5B) Helicopter" 5 pages including one page of 1/72-scale drawings. "The Ball Bearing Express" 2 pages on decals for Mosquito 'G-AGGO'. "Breguet 14" one page including drawings of 2 a/c in Swedish markings. "Australian Connection" 2 pages of drawings of Swedish Dront and Urdront.

## FINLAND

**IPMS-MALLARI** (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).

**1/1996 #111** (20 pages) "UH-1 Huey (Iroquois) Mallina" 7 pages including 10 photos of US

machines. "Hornetologiaa" 3 pages including 4 photos of Finnish Hornet 'HN-464'.

**SUOMEN ILMAILUHISTORIALLINEN LEHTI** (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$25, elsewhere \$30; payment by International Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes a 2-page English summary.

**1/1996** (24 pages) "Merilentoa 1913-17: (part 2) 4 pages on Naval Air Base including 5 photos. "SP-AOE 12.1.1938" 2 pages including 5 photos of crashed LOT Fokker F.VIIB-3m. "Jorn Ulrich" 3 pages including 3 photos. "Vapaehtoisia" 7 pages on foreign volunteers in FAF including 5 photos of personnel and table listing individuals by country. "Salamandra" 3 pages including 4 photos and 3-view drawing of glider.

## FRANCE

**Air Zone, Le Nouveau Mensuel de l'Air!** (Air Zone, BP n.49, 28210 Nogent-le-Roi, France. A one-year subscription for 9 regular issues and two special issues is 405FF. Payment preferably by check drawn in FRF on a French bank, by draft or postal giro.) Each issue contains book and kit reviews and a one-page summary in English.

**#11 Special** (52 pages) "50 Berges pour le 1/33" 8 pages including 15 photos of French Mirages. "Balade en Boheme" 7 pages including 11 photos (Czech MiG-23 & MiG-21). "Cinquieme Reunion des Sorcieres du 28 Gruppo" 5 pages including 10 photos of Italian AMX. "Mirage d'Azanie" 2 pages including 5 photos of South African Cheetahs. "Les Mouettes de la Mer Noire" 4 pages including 6 photos of Bulgarian Navy a/c (Ar-196, Mi-4, Mi-14, & Ka-25). "Objective: 30,000 Meters" 6 pages including 13 photos of Russian MiG-25. "Aerospatiale (SOCATA) TBM 700" 2 pages with 6 photos of a/c in French AF markings. "Cocardes du Monde Entiere" 4 pages including 9 photos (Ethiopia MiG-23, Greece A-7H, Ireland CM 170 Magister, Haiti S.211, UAR CN-235, Kuwait Hornet, Sudan F-5F, Serb Super Galeb, & Zaire DHC Buffalo). A pull-out poster with the insignia of 170 present-day air forces including such rarities as (using the French spelling): Armenie, Azerbaïdjan, Georgie, Kazakhstan, Kirghizistan, Macedonie, Moldavie, Mongolie, Ouzbekistan, Tadikistan, & Tukmenistan. This poster is available for 50 FF (postage included for Europe) from: Amelcom Publications, 25 rue Greffuhe, 92300 Levallois-Paris, France.

**#12** (52 pages) "Les Blue Impulse Changent de Monture" 2 pages with 3 photos. "ODAX 96: Allez les verts!" 8 pages including 17 photos of a/c participating in exercise. "Hommage aux Rousskie Vityazi" 2 pages including 3 photos of Russian Knights MiG-29. "Rafale M: Pret au Service" 3 pages including 5 photos. "50 Berges pour le 1/33" 8 pages including 15 photos of Mirage F.1. "NATO TLP: L'Ecole des Chefs de Combat de l'OTAN" 6 pages including 14 photos. "Morane-Saulnier MS 760 Paris" 2 pages with 6 photos of FAF a/c.

**JETS: Toute l'Aeronautique Moderne** ((39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

**#4 Mars 1996** (52 pages) "Des U-2R sur la BA 125 d'Istres" 6 pages including 12 photos. "Baltops '95" 3 pages including 8 photos (Polish Anaconda, An-28, MiG-21; Danish Lynx; Swedish Jet Ranger). "Red Flag 96/2" 8 pages including 22 photos. "Les Mirage 2000 de l'Armee de l'Air" (4eme partie) 13 pages including 12 photos, 2-page cutaway drawing, 2-page 1/72-scale 7-view drawing, 4 color side-view

drawings, and color 4-view drawing. "La Direction des Essais en Vol de Dassault" 5 pages including 16 photos. "Les Thunderbirds de l'USAF" 5 pages including 15 photos. "Les Lockheed AT-33 Shooting Star de la Force Aerienne Paraguayenne" 3 pages including 8 photos. "Quel Avenir pour le NH-90?" 3 pages including 5 photos.

**#5 Avril 1996** (52 pages) "Les Mirage 2000 de la FAP" 3 pages including 9 photos of Peruvian Mirages. "L'USAF Retire ses Derniers F-4 Phantom II" 3 pages including 7 photos. "L'et 1/64 Bearn" 8 pages including 20 photos of French Transalls. "Les F.1 Grecs" 5 pages including 14 photos of Greek Mirage F.1. "Le Faucon Roumain" 9 pages including 17 photos, a 2-page cutaway drawing, and 2 pages of 1/72-scale drawings of the IAR 99. "La Academia General del Aire" 8 pages on the Spanish Air Academy including 22 photos (ENAER T-35 Pillan, L.13 Blanik, Scheibe SF-28A, CASA C-101, Beech Bonanza, CASA C-212, Do-27, Bu-131, & Ju-52). "Aviation Albanaise" 7 pages including 20 photos (An-2, Il-14, Mi-4, Ecureuil, B-222, Yak-18, MiG-15bis, MiG-15UTI, Il-28, MiG-19S, & MiG-21F.13) and 4 color side-view drawings (MiG-21F.13, MiG-19S, MiG-15UTI, & An-2). "Les Mirage 2000 de l'Armee de l'Air" (5 partie) 4 pages including 4 photos and 4 color side-view drawings.

**#6 Mai 1996** (52 pages) "Mirage F.1 du Qatar" 3 pages including 6 photos. "111 Escadron de Manises" 8 pages including 26 photos of Spanish Mirage F.1. "Odax 96" 5 pages including 16 photos. "CASA C-101 Aviojet" 6 pages including 4 photos (Chile & Jordan), a 2-page cutaway drawing, and 2 pages of 1/72-scale drawings. "L'Aviation Militaire dans la Republique de Belarus" 6 pages including 20 photos (MiG-29, MiG-23, An-26, An-12, An-24, Il-22, Tu-134, Mi-8, & Mi-24) all carrying the 'red star' insignia. "C-SAR" 9 pages including 22 photos. "L'Aviation de l'Armee de Terre Argentine" 8 pages including 25 photos (Mohawk, Super Puma, Cessna U-17A, CASA 212, Hiller UH-12E, Agusta A.109A, Cessna Citation, Rockwell Sabre 75A, Cessna T-41D, Bell 212, Beech Queen Air, Fairchild Merlin, Puma, Twin Otter, Hughes 500, Turbo Porter, Bell UH-1H, & Cessna U-207).

**AVIONS: Toute l'Aeronautique et son Histoire** (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

**#36 Mars 96** (52 pages) "L'Aviation Katangaise" (3eme partie) 3 pages including 9 photos (Dove, Heron, Piper Comanche, C-47, DC-4, Aero 45, Harvard, & Fouga CM 170) and one color side-view drawing (Fouga CM 170). "Le Potez 540" (4eme partie) 5 pages including 11 photos and 2 color side-view drawings. "Les Me 323 en Mediterranee" 6 pages including 15 photos, color cover painting, and table on individual a/c histories. "Le Wibault 7 et Derives" (2eme partie) 5 pages including 9 photos and a 2-page, 1/72-scale, 8-view drawing. "Les Vickers Vildebeest et Vincent" 6 pages including 13 photos and a 2-page cutaway drawing. "Le Potez XV at ses Derives: Les Avions Serbes" 4 pages including 10 photos and one color side-view drawing. "L'Escadrille de Port-Said" (3eme partie) 6 pages including 12 photos. "Le Heinkel 112 Espagnols" 5 pages including 12 photos and 2 color side-view drawings. "Le Roland C II d'Airfix au 1/72e" 4 pages including 16 photos of model.

**#37 Avril 96** (52 pages) "Lancaster et Lancastrian en Argentine" 8 pages including 26 photos, color cover painting, and table of individual a/c histories. "Le Potez 540" (5eme partie) 6 pages including 18 photos and 2 color side-view drawings. "Le Wibault 7 et Derives" (3eme partie) 5 pages including 13

photos and 2 color side-view drawings. "Un As Francais: Georges Lachmann" (1ere partie) 4 pages including 13 photos. "Un Monstre: Le Wyvern" (1ere partie) 5 pages including 7 photos and a 2-page cutaway drawing. "Les Vickers Vildebeest et Vincent" (2eme partie) 7 pages including 13 photos and 2-page, 1/72-scale, 6-view drawing. "Le Potez XV et ses Derives: Les Avions Espagnols" 4 pages including 7 photos and one color side-view drawing. "Les Heinkel 112 Hongrois" 4 pages including 10 photos and 3 color side-view drawings. "Les Messerschmitt 109B: Maquette Hobbycraft au 1/48e" 4 pages including 10 photos of models in Spanish Nationalist and Republican colors.

**#38 Mai 96** (52 pages) "Les Vickers Vildebeest et Vincent" (3eme partie) 6 pages including 11 photos, 2 pages of 1/72-scale drawings, and one color side-view drawing. "Trident Aile et Lion Bonissant dans la Bataille: Le GC 1/8 en 1939-1940" (1ere partie) 7 pages including 16 photos and color cover painting (Bloch 152). "Les Wibault 74 de la Marine" 6 pages including 16 photos. "Les Potez 540 de la Marine" 3 pages including 6 photos. "L'Avia B-534" (1ere partie) 7 pages including 18 photos and a 2-page cutaway drawing. "Un As Francais: Georges Lachmann" (2eme partie) 6 pages including 16 photos, one map, and 2 color side-view drawings of Lachmann's Spad 7. "Un Monstre: Le Wyvern" (2eme partie) 4 pages including 9 photos and one color side-view drawing. "Les Heinkel 112 Roumains" 7 pages including 16 photos.

## GERMANY

**MITTEILUNGEN** (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

**6-95** (40 pages) Nothing of small-air-force interest. **1-96** (40 pages) "Die Bf 109G2 von Wilhelm Crinius 3/JG53" 5 pages including 8 photos and 3-view drawing.

## GREECE

**NEA** (IPMS-Greece, PO Box 79167, 175 05 Amfithea, Athens) 4 issues \$25.00 for first year, \$20.00 for next year. Includes English summary. [Back issues are available from IPMS-Greece.]

**3/95** (48 pages) "A-7H Corsair II: 20 years in Hellenic Air Force" 2 pages including 2 color photos and s/n list. "C-130 Hercules is Twenty" 2 pages including 2 color photos and s/n list. "Luftwaffe Colours 1935-1945" 7 pages. "Spanish Civil War Air Forces" (part 4) 6 pages including 4 photos and list of kits.

## ITALY

**IL NOTIZIARIO** (IPMS Italy, CP 182, 41100 Modena Ferrovia; one year 50,000 Italian Lira in Europe or US \$50.00 overseas).

**3/4 1995** (40 pages) "Aerei Jugoslavi nella Regia Aeronautica" 7 pages including 6 photos (Hurricane & Fizzir 122) and 7 side-view drawings (Do 17Ka, Hurricane, Fury, Bf 109E3, Bf 108, & Fi 156C). "Fiat G.46" 8 pages including 6 photos (Italy & Austria), cutaway drawing, & 2 pages of sketches).

## ITALY

**JP-4** (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

**#1 Gennaio 1996** (100 pages) Color photos: Armenian Tu-154 'EK-85536'; Bosnia Herzegovina C.212 'T9-ABA' & Citation 'T9-BIH'; Dutch Fok-

ker 60 'U-01'; German Let 410 '53+12'; and North Vietnam F-5E. "Vorrei ... ma non Posso" 6 pages including 6 photos (Italian Guardia di Finanza Agusta A.109 & NH.500MD). "Diplomarsia Barnaul" 4 pages including 8 photos of Russian L-39 Albatros.

**#2 Febbraio 1996** (100 pages) Color photos: Russia Yak-42 'RA-42424', An-30 'RA-30047', & Tu-154M 'RA-85809'; Moldavia Tu-134A; Saudi Arabia Tornado F.3 '2902'; Kenya Fokker 70 'KAF 308'; and Italian AV-8B. "Adriatico Caldo" 6 pages including 7 photos (Italian Guardia Costiera P.166). "Canberra Peruviani" 3 pages including 7 photos. "I 'Pezzo Unici' dei Pascale" 6 pages including 9 photos of a/c Luigi Pascale (P.48, P.52, & P.55).

**#3 Marzo 1996** (100 pages) Color photos: Albanian Yak-40 'LZ-DOM'; Lithuanian Yak-42 'LY-AAU'; Azerbaijan B.717; Russian An-32 'RA-48109' & An-28 'RA-28922'; Brazilian KC-137 '2402'; Uruguayan S-2A '856'; Dutch CH-147 'D-665'; and IFOR Apache & Black Hawk. "Tiger II" 3 pages including 5 photos (Brazilian AMX, F-5E, & Mirage). "Elicotteri sull' Himalaya" 6 pages on Pakistan Army Aviation including 8 photos (Bird Dog, Bell 47G, Lama, Mi-8, MFI-17, & AH-1S Cobra). "Air Show in Polonia" one page including 4 photos (I-22, A-3WB, TS-11, & PZL-130TB).

**#4 Aprile 1996** (100 pages) Color photos: Swiss F/A-18D 'J-5231', Finnish F/A-18D 'HN-465', Uruguay Navy Wessex '064', Russian Myasishchev M-102 'RA-10293', and Slovak MiG-29 '7501'. "Al Centro di Tre Continenti" 5 pages including 9 photos of Jordanian a/c (Mirage F.1, F-5E, CASA 101, AH-1S Cobra, CASA 212, F-104A, Hunter, Super Puma, & Bulldog). "Mohawk sulla Pampa" 3 pages including 6 photos and s/n list of Argentine Mohawks. "Un Giallo la Morte di Garcia Morato?" 4 pages discussing the mysterious death of Spanish Civil-War ace Garcia Morato (including 7 photos). [Editor's note: The list of military crashes includes a "MiG-29 dell' Aeronautica dei Taleban"! What, or where, is "Taleban"?]

## NETHERLANDS

**MODELBOUW IN PLASTIC** (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle).

**1/96** (28 pages) "Vleugels der Victorie: Deel 2" 4 pages including 3 photos on modeling P-47-30RA Thunderbolt. "Wild Weasels in Vietnam (3)" 4 pages including 5 photos and 2 pages of drawings for modeling the F-4C.

## PARAGUAY

**MODELO TERAPIA** (Antonio Luis Sapienza, PO Box 2721, Asuncion, Paraguay. Quarterly. \$3.50 each via air mail).

**Marzo 1996** (11 pages) "Los Douglas DC-6B de la Fuerza Aerea Paraguaya" 2 pages including 2-view drawing. "El NA T-28A Trojan en la Fuerza Aerea Ecuatoriana" 2 pages including 3-view drawing. "Las Curtiss Hawk III de la Aviacion Argentina" 4 pages including side and split-plan views of four a/c. "Los Douglas DC-3/C-47 en las Fuerzas Aereas Latino Americanas" 2 pages including 4 side-view drawings (Ecuador, Dominican Republic, Portugal, & Spain).

## POLAND

**AEROPLAN** (Agencja Lotnicza "Altair, ul. Warecka 11/36, 00-034 Warszawa.)

**4/95** (44 pages) "Do i od Czytelnikow" 3 pages of comments from the readers on PAF Yak-9 including 3 photos, map, and 3-view drawing of color scheme. "Spotter" 2 pages with 14 color photos.

"Powojenne Imiona" one page with list of names on post-war Polish a/c including 3 photos. "Mi-2 i jego Numery" 2 pages on how to interpret Mi-2 PAF serials including 6 photos. "Pekata rura w Skali 1:72, czyli MiG-15" 6 pages including 18 b&w and 15 color photos of details and 1/72-scale drawings. "XF85 Goblin" one-page addenda to earlier article with 2 photos and scale drawings of undersurface. "Tajemnicza Historia Ciemnego Paska" 2 pages on the 'secret' story of dark stripes painted on Polish Hurricanes including 3 photos and 2 side-view drawings. "MiG-21bis: Samolot i Model" 5 pages including 19 side-view drawings and 9 color photos of badges carried by a/c of the 34th PLM. "Francuskie Wodnosamoloty w Polskim Lotnictwie Morskim" 15 pages including 13 photos and 3 pages of color drawings (9 side-, 8 top-, and 8 bottom-views) of LeO H-13B, CAMS-30E, Latham 43 HB3, FBA-17 ME2/HMT2, and LeO H-135 B3. "Godla Mi-14 z Darlowa" one page with 11 color photos and table of badges carried by PAF Mi-14

## USA

**Chine Lines** (IPMS Seaplane SIG, c/o Bill Devins, 107 Troy Hills Rd., Whippany, NJ 07981. \$8.00 for 4 issues).

**#10 Winter 1995** (18 pages) "Surprise at Cowes: The Curtiss CR-3, the US Navy, and the 1923 Schneider Trophy" 10 pages including 10 photos and 4 side-view drawings (Cr-3, NW-2, Sea Lion III, & CAMS 36bis). "Seaplanes Speak Too" 2 pages on flying seaplanes. "Curtiss CR-3 - Atelier Noix 1/48" 2-page kit review with 3-view drawing.

**Seaplane Kit List.** This 12-page catalog lists 645 kits of flying boats and float planes in all scales. The main table is arranged by manufacturer and designation. Information includes scale, company, type (injection, vacuform, resin, metal, or toy), and remarks ('boat, float', etc.). A small table (52 entries) list a/c kits in 1/350 and small scales for use with ship kits. An indispensable guide for modelers who don't like to paint wheels.

**WWI AERO** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30 overseas).

**#152 May 1996** (148 pages) "More Wrights" 4 pages including 11 photos. "Curtiss Pusher: Models D & E" 22 pages including 7 photos and 9 pages of original Curtiss drawings. "The Fokker D.VII in the USA" 8 pages including 9 photos. "Restoring a Jenny" 12 pages including 38 photo. "DH-4 Variants" 10 pages including 28 photos and a 3-view drawing. "Cockpits/Instrumentation" 8 pages. "Metal Aircraft Construction Details" 8 pages of drawings and sketches. "Baghdad Tajaressy" 2 pages including one photo,

**SKYWAYS** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30.00 overseas).

**#38 Apr 1996** (84 pages) "Technical Aspects of the Schneider Trophy Racers and the World Speed Record for Seaplanes" 15 pages including 9 photos and table of a/c specifications. "Getting High into the Sky" 11 pages on superchargers including 9 photos of a/c. "Sikorsky S-38: The '114' Series" 14 pages including 16 photos and 3-view drawing. "Pushing the State of the Art: The Curtiss CT, Part 2" 8 pages including 13 photos. "Anacostia Flight Tests: The Hall-Aluminum SFH-1 Fighter" 6 pages including 6 photos and scale 3-view drawing. "Cockpits: Curtiss-Wright CW-21B Interceptor" 4 pages with 4 photos. "Racing Notebook:" 7 pages including 16 photos and table covering the Brown B-2 to the Chester Jeep.

**PRI-FLY** (IPMS Washington DC, c/o Carol Fleck-

enstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$8.00 for US, \$9.00 all others). #91 (16 pages) "Heinkel He 177" 3 pages including one photo of a/c and 6 photos of interior. "UH-1C Helicopter" 2 pages on building the 1/35-scale

MRC kit including 8 sketches of details. "Douglas A-26B Invader" 2 pages on building the 1/48-scale Monogram kit. "Douglas A2D Skyshark in 1/72 Scale by Merlin: Worst Kit of the Year?" one page. "P-40N in the 49th Fighter Group" 2 pages with

history and review of the decals from Three Guys Replicas. "Box-Kite Northrop XFT-1: Nice kit, but an Impostor!" (it's really the XFT-2) one page review including 3-view drawing.

## Aerei and Aerei Modellismo 1995 Roundup

This is the usual annual roundup of the Small Air Forces items appeared in the Italian magazines *Aerei* and *Aerei Modellismo* during the period January 1995-April 1996. Those interested in obtaining back issues or subscription can contact the publisher: Delta Editrice, CP 409, Borgo Regale 21, 43100 Parma, Italy. The current subscription rates are: *Aerei* 89,000 lire; *Aerei Modellismo* 82,000 lire. The cost of a back issues is: *Aerei* 12,000 lire (issues available from 1993 onward); *Aerei Modellismo* 9,000 lire (issues available from 1994 onward)

### Aerei

**January '95:** Color photo of an Italian AMX; an article on the Frece Tricolori with 6 color photos of their special MB.339; an article on Mirage VF and F1 in French service with 7 color photos; an article comparing the Breda Ba.65 attack aircraft and the TBD Devastator with small threeviews and photos; the Italian Aerfer Sagittario II jet fighter of 1956 with a color profile and a b&w photo.

**February '95:** Color photos: Portuguese Navy Westland Lynx; Canadian F18 with "Invasion" stripes; an article on Spanish F18 with 7 color photos.

**March '95:** Color photos: Atlas Cheetah & Italian F84F; an article on the F86K in Italy with 5 photos, two of them in color; an article on the small Rimini Air Museum with 5 color photos (Czech Su.7, East German MiG15UTI, Libyan MiG23BN, & Iranian MiG21PF); an article on a recently restored Fieseler Storch in Italian Cobelligerant Air Force markings.

**April '95:** Color photos: South Korean P3; Swedish Bo105; Australian F111; the rest of the issue celebrates the 50th anniversary of the WWII end with many photos, drawings, and a chronology, but with no items of SAF interest.

**May '95:** Color photos: Zimbabwe Hawk; Italian F104 and Tornado; Italian EF2000 prototype; an article on the Chilean Air Force with 11 color photos (CASA 101, F5, Hunter, C130, Twin Otter, Canberra, Bo105, & T37); an article on the SIAI S.55 flying boat with 5 photos and a color drawing; a small article comparing two similar fighters, the Reggiane RE 2000 and the P35 with 4 photos and two threeviews; the color centrespread drawing and article is devoted to the IAI Kfir.

**June '95:** Color photo: a South African Shackleton; an article on Turkish Air Force fighters with 11 color photos (F5, F104, F4, & F16); an article on AMI's 200 Gruppo with 7 color photos of their F104s; an article on the Vampire in Italy with 4 color photos, a cutaway, and a threeview drawing; a profile of the Commonwealth CA15 fighter with two photos and a small threeviews drawing; an article on Portuguese A7P with 5 color photos.

**July '95:** An article on Pakistani F16 with 6 color photos; an article on Swedish aircraft with 3 color photos and a cutaway of the Gripen and 3 color photos of the Viggen; an article on the Museo Nacional de Aeronautica de Chile with 9 color photos (P80, T6, B16, C46, P47, Bu.131, Vampire, & T.55); an article on a recently restored I16UTI in Finnish markings with 6 color photos; the color centrespread drawing and article is devoted to the AMX with 5 photos.

**August '95:** A small article on the first Italian Tornado F.3 with 6 color photos.

**September '95:** An article on the carrier Garibaldi with 8 color photos of Italian AV8B; an article on the French Tucano with 6 color photos; an article on 3rd Stormo's AMX with 7 color photos; an article on the G.50 WWII fighter with 6 photos (one of them in color), a cutaway drawing, and 4 side profiles.

**October '95:** Color photos: Malaysian MiG29; PZL Iryda M93V; Saudi F15C; AMX; an article on 9th Stormo's F104S with 7 color photos.

**November '95:** Color photos: Yugoslav F84G (2); Bahrain F5E; Italian T6; an article on the 1995 International Air Tattoo with color photos of Slovak MiG29, Swiss and Norwegian F5E, Czech "Tiger" Mil 24 and Saudi Tornado; an article on Italian WWII fighters with special focus on experimental types including 5 photos, 2 color drawings, 2 cutaway drawings, and 4 small threeviews of different types; an article on the Finnish Air Museum with 9 color photos of I16UTI, Mil8, Gnat, Letov S218, Storch, Vampire T.55, VL Tuis-ku, and VL Pyry trainers, all in Finnish markings; an article on the Jordanian Air Force with 8 color photos of F5E, H500, Super Puma, UH1H, & AH1F.

**December '95:** Color photos: Italian EH101 prototype; Italian F104S/ASA2 in overall light grey camo; Swedish and Austrian Drakens; Swedish J29 Tunnan; an article on the Royal Jordanian Air Force with 13 color photos of F5, Mirage F1, UH60, AH1, C130, C.212, Hunter, and F104; an article on the P51 with 3 photos of Italian aircraft; a color drawing of an Israeli Ouragan.

**January '96:** Color photos: Italian AMX; Fiat G91T in special markings for the last flight of the type; Turkish F16C; an article on the South African Hoedspruit Air Base with 7 color photos of MB326 and Mirage F1; an article on the SM.79 WWII bomber with 4 photos and a cutaway in Spanish Civil War livery.

**February '96:** Color photos: Italian Tornado IDS and F.3; Italian Army A.129 Mangusta; an article on Australian F111C with 8 color photos and a small cutaway; an article on South Africa's Cheetah C, with 7 color photos, 3 of them of a special livery aircraft commemorating 75 years of the South African Air Force; a small article on the 1925 RomeAustraliaTokio cruise with 3 photos and a color drawing of the SIAIMarchetti S.16 seaplane.

**March '96:** Color photos: Polish W3W Sokol; Saab J39 Gripen; Argentine A4Q; Lebanese Mirage III; an article on the AMX in Italy with 3 color photos of the AMX and one of a F104G; a small article on Croatian Air Force with 4 good color photos of MiG21, Mi24, Soko J1 Jastreb, and Soko J20 Kraguj, all of them sporting the new national insignia of two red squares over a blue circle.

**April '96:** Color photos: first Spanish AV8B+; an article on the CASA C.212 with 5 color photos of aircraft in Spanish markings; an article on CANA activity during the Falklands War with 6 color photos of Argentine P2, S2, P3, and Super Etendard; an article on Uruguay Air Force with 10 color photos of T33, Pucar, T37, S2, Wessex, C.212, PC7, T28, & Piper Cub.

### Aerei Modellismo

**January '95:** A review of every kit of the F84F with color references to Italian aircraft; an article on early MiG15 with detail drawings and color photos of Algerian and Rumanian machines.

**February '95:** A review of every kit of the Fiat G.50 fighter with color references for Italian aircraft.

**March '95:** An article on building the 1/48 resin kit of the AMX by PD Models.

**April '95:** An article on building the new Astrokit 1/48 resin model of the Macchi MC.200 fighter with 2 color photos of the real aircraft.

**May '95:** An article on building an Italian Fi.156 from the 1/72 Heller kit with color references; a review of every kit of the Fiat G.91 fighter with color references for Italian aircraft, 5 color photos, a cutaway, and a giant color drawing; an article on building a VNAF A37 from the Monogram kit.

**June '95:** a review of every kit of the Reggiane RE 2005 fighter with color references, 4 b&w photos, and a giant color drawing; a small article on building the Fiat BR.20 bomber with a b&w photo.

**July '95:** a review of every kit of the Fiat G91T and G91Y with color references and 3 color photos.

**August '95:** a review of every kit of the Fiat G55 fighter with color references, 4 b&w photos, and a giant color drawing; a small photofile on the MB.339 with 6 color photos.

**September '95:** a review of every kit of the C130 Hercules with color references for Italian aircraft and 5 color photos.

**October '95:** a review of every kit of the F86 with color references for Italian aircraft and 2 color photos; an article about converting the ESCI 1/48 AJ37 Viggen into a two-seater.

**November '95:** an article on the Spitfire in Italy's AMI with one b&w photo, color references, and a giant color drawing; an article on building the Hasegawa Saab J35F with 4 color photos; 7 detail shots of the first Italian Tornado F.3 with the spurious code number "3612".

**December '95:** 8 pages of color photos of various aircraft of contemporary AMI; many of them detail shots; an article on the F51K in Italy's AMI with 3 b&w photo, color references, and a giant color drawing.

**January '96:** An article on the F4U-5 Corsair including color sideviews of aircraft from Argentine and Honduras and a color photo of a French machine; a review of every 1/72 kit of the AMX with 3 photos and a giant color drawing.

**February '96:** An article on the Cant. Z.501 seaplane with color references; two pages of detail photos of Hendon RAF Museum's Fiat CR.42; 4 color detail shots of the A.M.I. Museum's Macchi Mc.202 (which has been rebuilt using parts from a Mc.205).

**March '96:** An article on building an Italian Navy 1/48 AV8BPlus from the Monogram kit and the PD Models conversion set with 8 color photos, color references, and a giant color drawing.

**April '96:** An article on building an Italian S2 from the Hasegawa 1/72 kit with 4 color photos and color references for Italian aircraft.

Mario Bartoli (SAFCH #719), Via R. Fucini 48, 56127 Pisa, Italy.

## News from Poland

A new name in modeling, MODELKRAK, from Krakow has just released their first kit; a pre-WWII Italian **Breda 27M**. The enclosed copy of the instruction sheet gives a short history of the type as well as technical data, so I'll restrict my comments to a review of the model. It is in 1/72 scale and consist of 8 crisply molded resin parts for the fuselage, flying surfaces, spats and wheels; 9 parts in white metal including cowling, engine, propeller, interior parts, tailskid, etc. Struts, rods, etc. must be provided by the modeler. There is also a template for the windshield. Decals by INTECH are provided for three Chinese machines numbered 701, 702, 801 and these are of good quality. The instruction sheet includes text both Polish & English, 1/72 three-view drawing, exploded assembly view, and references. This model was made possible thanks to the excellent series of articles in the French magazine **AVIONS** #s 25, 26, and 27 of 1995. For either wholesale and retail prices, contact me at my usual address or fax +48 12 22 62 80.

**HITKIT** released few weeks ago the first in a series of **Albatros Oefflags D III**. These are a 53 & an early 153 series with regular spinner/nose arrangement very similar to original German Albatroses and it the decals are totally devoted to Austro-Hungarian machines. The technology utilized here is short run plastic main parts (over 30) plus a fret with over 50 photoetched parts consisting of bulkheads, spoked wheels, instrument panels, windshield framing, prop boss, inspection panels and openings, etc. Also included is acetate instrument faces much the same as found in **EDUARD** kits. It must be strongly pointed out that the quality of both plastic and photoetched parts are considerable improvement over the first two **HITKIT** releases (**Breguet XIX** and **Ansald A1 Balilla A1**). The box art is also much better showing **Brumowski's** all-red aircraft destroying an enemy balloon. There are decals for 12 Austro-Hungarian machines including three for **Godwin Brumowski**, two for **Friedrich Hefty**, and one each for **Shrimpl**, **Linke-Crawford**, **Gruber**, **Graeser**, **Fischer**, **Kenziana**, and 53.30 of an unknown pilot in **Albania 1917**. Decals are once again provided by **INTECH**. By the time you read this review, there should available kits for the 153 and 253 series. Decals will be for a/c in Polish colors and also Yugoslav, Serbian, etc.; all together another 15 schemes as per enclosed photocopy. **HITKIT** plans for the near future include a **Potez 25**, followed by the 27 and 15, **Spad 51** and 61, **Schreck FBA-17** flying boat series, and a Yugoslav version (radial engine) of the **Breguet XIX**. I personally can't wait to see them on shelves!

Another new name **SEDO** surprised everybody by releasing a 1/72-scale, long-awaited, model of the **MiG-21UM** (not **UB** as stated on the box art). Although the molding is not up to **Fujimi's** quality, it is much more accurate. With all the existing aftermarket photoetched, resin, etc. parts for the Fishbed, one can finally built the trainer version of this popular aircraft. Cockpit glazing consists of three parts so one can furnish both cockpits and leave the canopies in the open position attracting not only modelers but also judges in one's local competitions. If you already have the **Fujimi** series, why not sacrifice one and combine the **SEDO** fuselage and cockpits with the rest taken from any **Fujimi** kit? The decals (**INTECH**, of course) are for two Polish and one Soviet machines, but do not forget about the two booklet/decal sets by **INTECH** reviewed elsewhere in this issue of **SAFO**.

**AJ-PRESS** is the most prolific publishing house in my country. In addition to their excellent range of **Aviation Monographs**, which reached #25, they also publish a series of **Air Campaign** books and one of the recent ones which should be of interest to **SAFO** readers is #5 on the **War Over China 1931-1941**. There are 46 pages, of which 9 are devoted to color profiles of Japanese and Chinese a/c. There are two maps, 76 photographs, some never before published. Text is in Polish, but, if this conflict interests you, do not miss this publication. Although the Soviet AF is not a small air force, it is difficult not to mention **Air Campaign #7**, titled **Stalin's Hawks**, and describing Soviet WWII aces. Again 54 pages on high-quality paper, including 9 pages of color profiles of **Yaks**, **Lavotchkins**, **Airacobras**, etc. all of aces, and over 85 photos make this book invaluable for any aces or Soviet Air Force fan. Number 22 of the **Aviation Monograph** is on **IL-2/IL-10**. On 74 pages are gathered over 100 photo, and 5 pages are devoted to color profiles, ten 1/72-scale drawings, and 4 pages of 1/36 detail drawings. The back cover shows cockpit interior in full color. In addition to Soviet a/c, there are Polish, Czech, Korean, Hungarian, and many more small air forces machines included on photos or profiles. Number 24 in their regular **Aviation Monographs** is a book on the **Gloster Gladiator**. On 54 pages there are 87 photos, 6 pages of color artwork, 5 pages of superb 1/72 drawings, 2 pages of cutaway and cockpit detail and the back cover is a color drawing of the cockpit interior. I never realized the aircraft had been so extensively used abroad. You will see color profiles and pictures of **Latvian**, **Lithuanian**, **Finnish**, **Swedish**, **Portuguese**, **Iraqi**, and many more **Gladiators** worldwide. A must for the modeler and/or enthusiast.

**WYDAWNICTWO MILITARIA** has had a long break after releasing nine monographs of the **In-Action** style including gems as the **P-24**, **Lublin RXIII**, **P-38 Wilk**, **PWS-33 Wyzel**, **Fokker D-XXI**, but now a new publication on the **LWS-3 Mewa "Seagull"** is out. As all **AJ-Press** publications and all previous **W.M.** publications, excellent eye-catching action artwork is provided by **Jaroslaw Wrobel** showing a **Mewa** on take-off. 48 pages, including glossy covers, are divided to 3 pages of color profiles, 4 pages of 1/48-scale drawings, and center spread cutaway. There are also over 10 pages

of detail drawings and close to 40 photos. Absolutely the best publications on an a/c that never saw mass production.

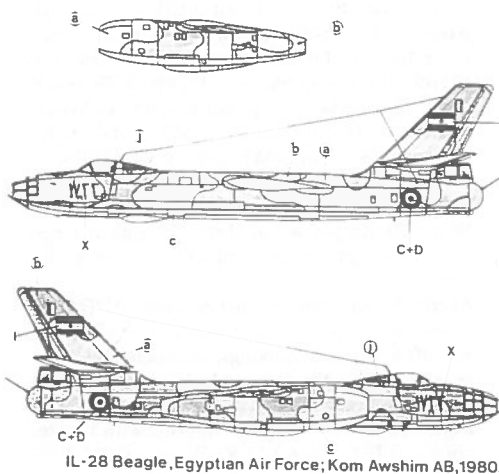
**AEROPLAN 4/1995** brings excellent material on colorful Polish Navy **MiG-21bis** with no less than 19 color schemes color, and photos of squadron & unit markings. Other excellent material covers French flying boats in the Polish Navy during the 20's and 30's. There are over 12 photos and three color 3 views of the **LeO H-13Bs**, **CAMS-30Es**, **Latham 43 B3s**, **FBA-17 Schreck**, & **LeO H-135 B3s**. If you add an article on Polish Hurricanes with a mysterious dark band on the rear fuselage, a modeling article with 1/72 drawings and photo details of the **MiG-15**, materials on Polish **Mi-2s** and **Yak-9s**, you have some idea of the great content of this particular issue.

**AEROPLAN 1/1996**. The most interesting items are color photos of **PAF Sukhois** and other aircraft which crashed in 1995/96 period - a tragic period for Polish aviation. There are also lists of all accidents of military, civil, foreign aircraft in Poland. Next we have very good material on Chinese versions of **MiG-19** explaining all differences with drawings and photos. A very interesting article brings the story of **Spitfires** in Poland starting from the first purchased machine **L1066** in 1939, which never reached Poland because of the outbreak of the war. The story ends in 1995 with the visit of **Spitfire IX TE566** at air shows in Poland. The following article is on a **MiG-23** with both Syrian and Israeli markings after capture by the **Heyl Ha-Avir** supported by color four view and 4 photos. The story of Polish pilot **Edward Peterek** and his aircraft, modeling material on the **Mi-2** and **PWS-26** for blind flying training end the issue.

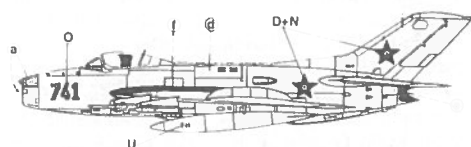
Finally, there are some new decal sheets: By **TECHMOD** a sheet each in 1/72 and 1/48 for **Polish RAF Spitfires I, II, & Vb**. By **HDL** in 1/72 on the **MiG-19** and **IL-28 Beagle** covering several countries as **Cuba**, **East Germany**, **Poland**, **Czechoslovakia**, **Finland**, etc.

If any of our readers is interested in any of the above he or she can drop me a line at the usual address or fax me at (+ 48 12) 226 280.

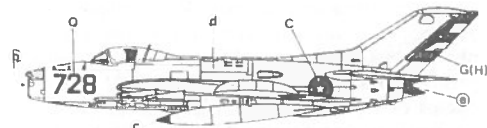
**Wojciech Butrycz (SAFCH #981)**, ul. Aleksandry 25 m. 167, 30-837 Krakow, Poland.



IL-28 Beagle, Egyptian Air Force; Kom Awshim AB, 1980.



MiG-19PM Farmer E, 66th Fighter Regiment, Romanian Air Force; Boreca A.B., 1965.



MiG-19PM Farmer E, Cuban Revolutionary Air Force San Antonio de los Baños A.B., 1968.



# MORANE MORPHOGENESIS

## Part II: Swiss Air Force

From D-3800 to D-3802

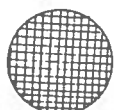
D-3800: Swiss-built MS-406C-1  
8 pre-production a/c, s/n J-3 to J-10  
74 production a/c s/n J-11 to J-84

D-3801

D-3801: Swiss-built MS-506C-1  
c/n J-91 to J-297

MS-406C-1

Morane Saulnier MS-406C-1 c/n 3025 used  
by the Turkish Air Force.



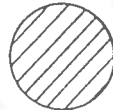
Dark earth



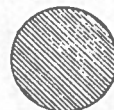
Dark blue grey



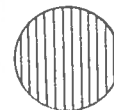
Dark green



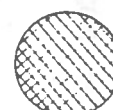
Light blue grey



Black green

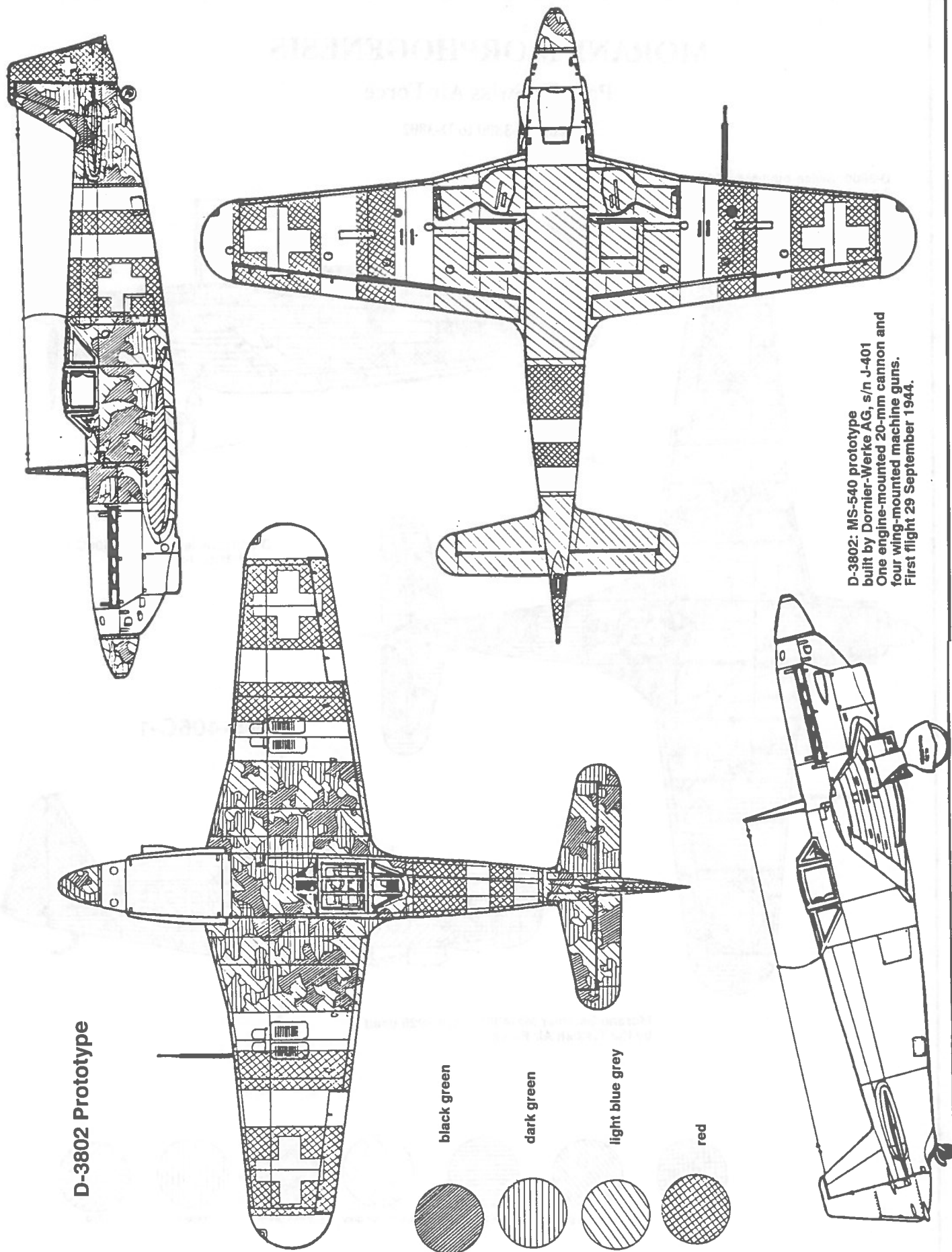


Yellow



Red

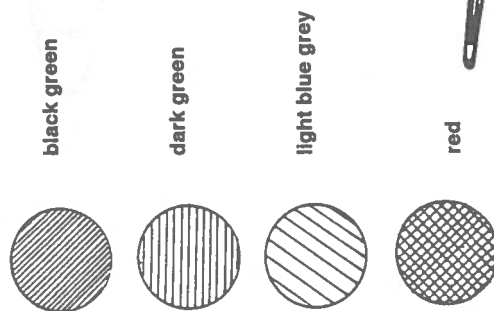
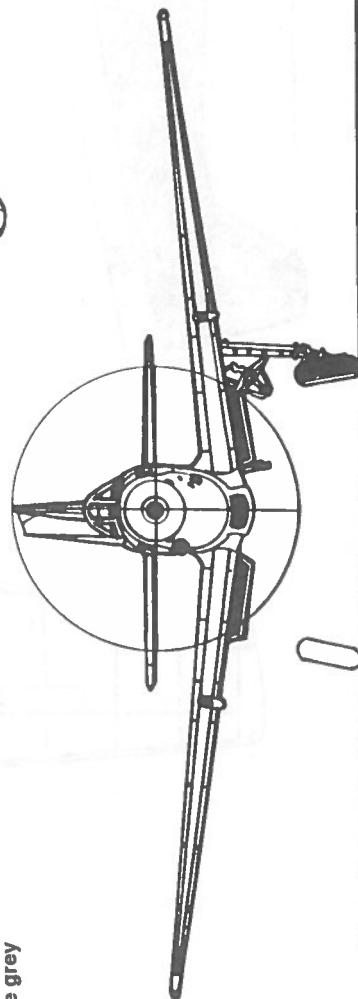
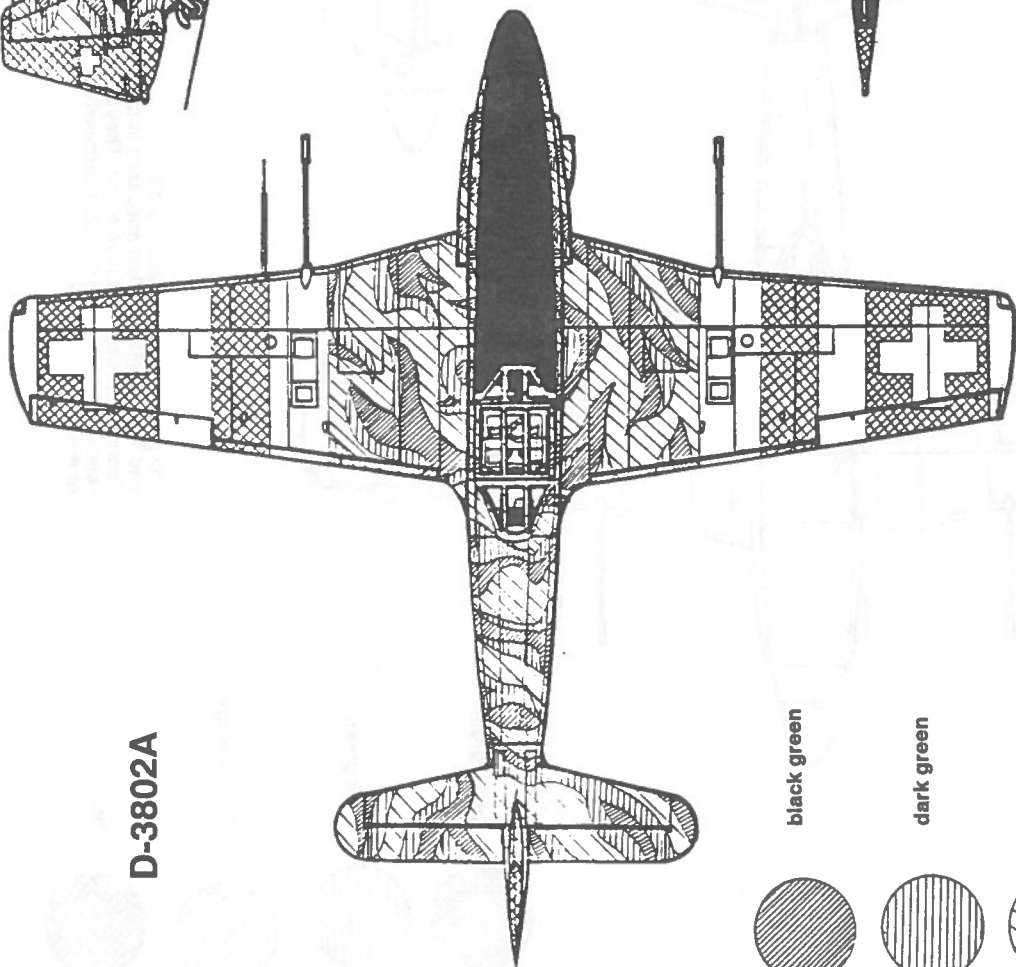
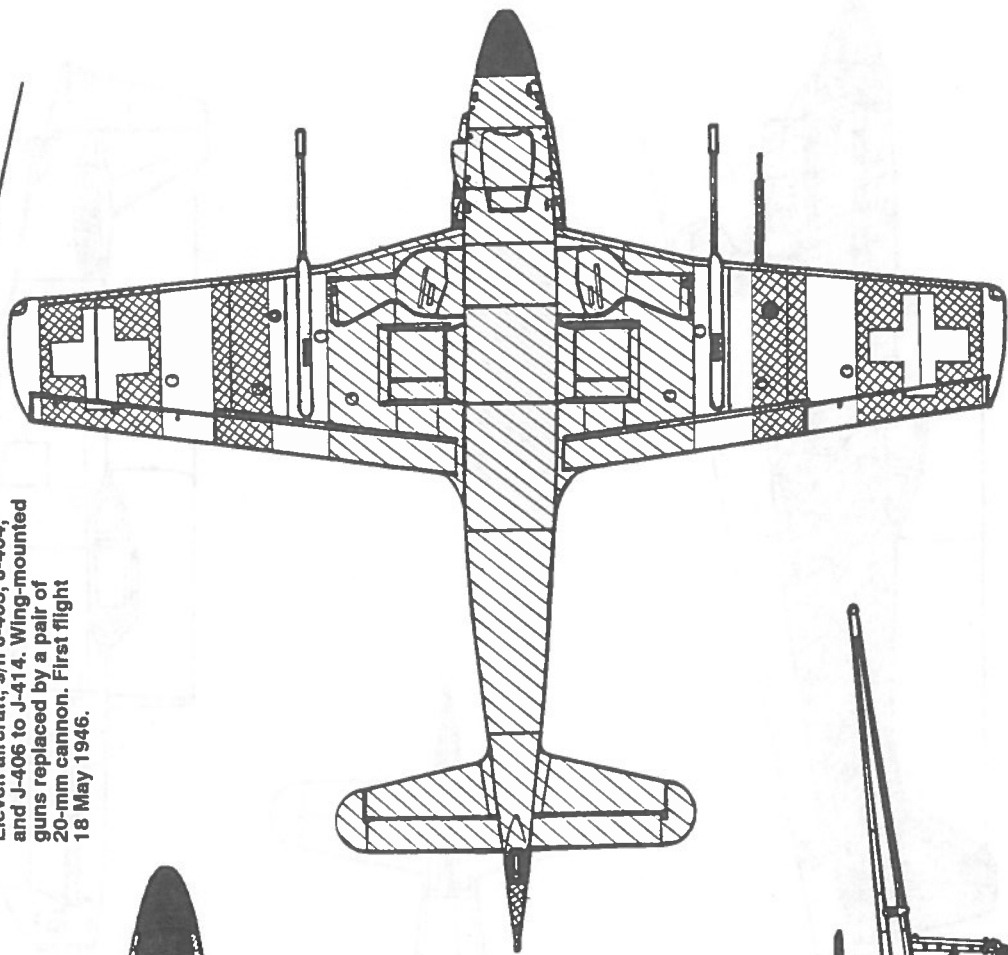
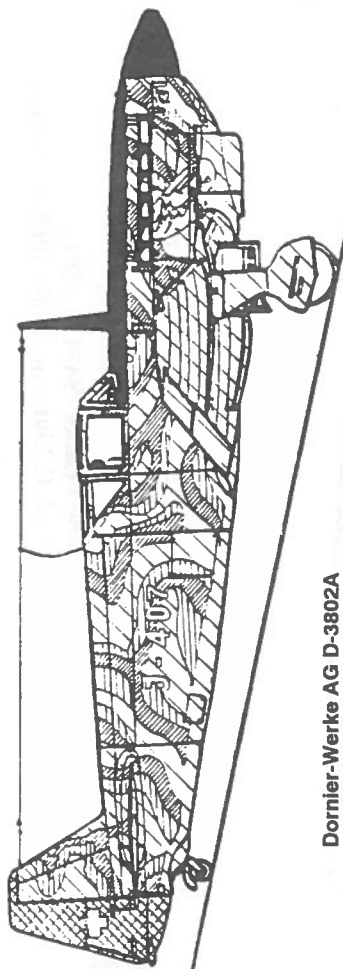
# D-3802 Prototype



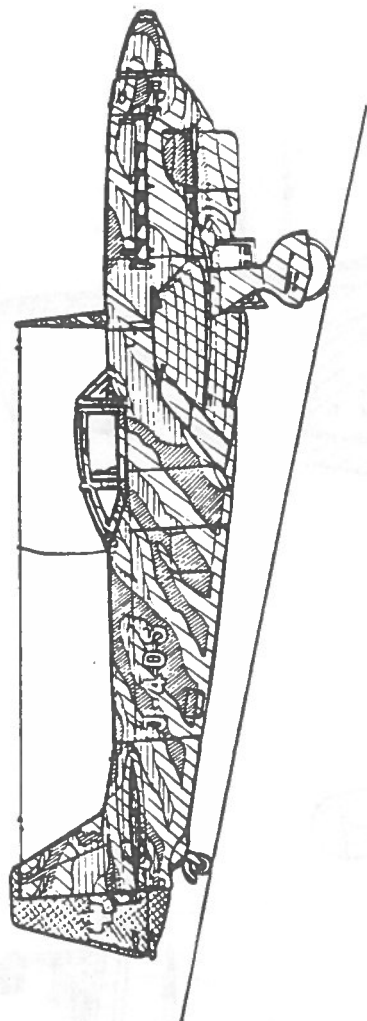
D-3802: MS-540 prototype  
 built by Dornier-Werke AG, s/n J-401  
 One engine-mounted 20-mm cannon and  
 four wing-mounted machine guns.  
 First flight 29 September 1944.

D-3802A

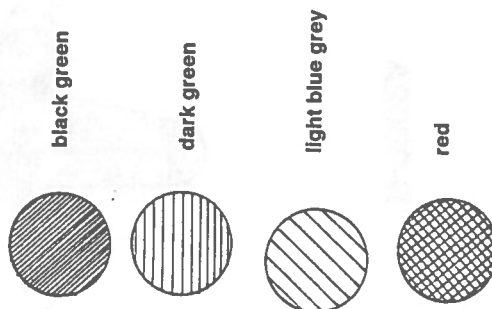
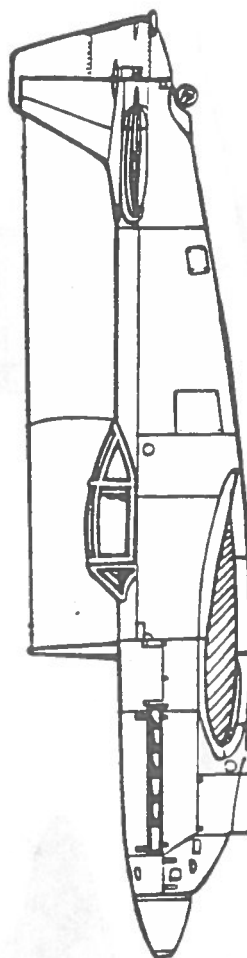
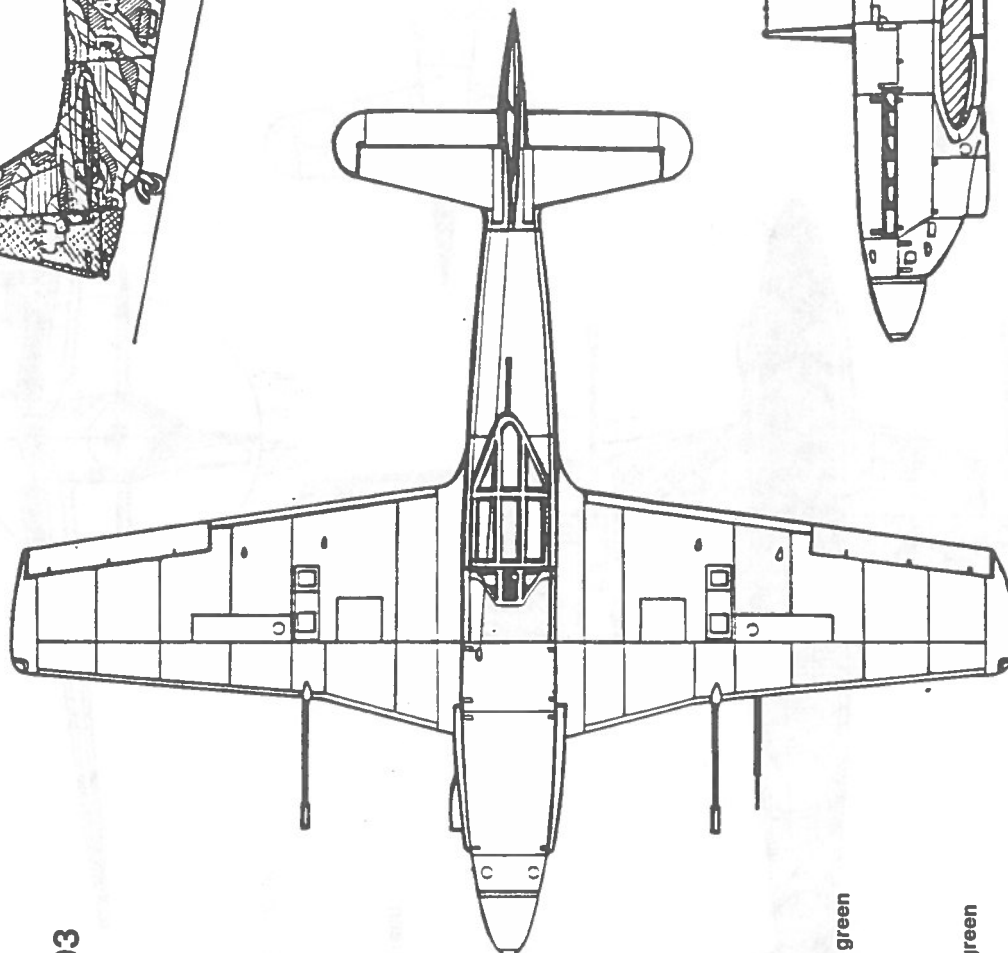
Dornier-Werke AG D-3802A  
 Eleven aircraft, s/n J-403, J-404,  
 and J-406 to J-414. Wing-mounted  
 guns replaced by a pair of  
 20-mm cannon. First flight  
 18 May 1946.



D-3803



D-3803: Designed and built by Dornier-Werke AG. s/n J-405. First flight May 1947. Development abandoned when it was decided to purchase surplus P-51 D Mustangs.



The drawings of the Swiss D-3801 and Turkish MS-406 first appeared in the 3-16 February issue of Aviation News. They are reproduced here with the kind permission of the editor, Alan Hall.

Hubert Cance (SAFCH #809),  
56 Bd. E. Lintilhac, 15000 Aurillac, France.



# SMALL AIR FORCE SKYVANS

Charles Cooke

## ARGENTINA

The Prefectura Naval Argentina is a small coast guard force controlled by the Argentine Navy. The PNA employed Short Skyvans on coastal and river patrols as well as in the communication role. The Division de Aviacion (Air Division) is subordinated to the Comando de Aviacion Naval Argentina (Argentine Naval Aviation Command) and all aircraft serials are prefixed PA for Prefectura Argentina. The five Short Skyvans operated by the PNA were purchased and delivered during June/July 1971, and were serialled as

|       |         |
|-------|---------|
| PA-50 | SH.1887 |
| PA-51 | SH.1888 |
| PA-52 | SH.1889 |
| PA-53 | SH.1890 |
| PA-54 | SH.1891 |

During the South Atlantic conflict, Skyvan PA-50 was, on 1 May 1982, destroyed on the Port Stanley runway by a Royal Navy Sea Harrier, and PA-54 was destroyed by British commandos on Pebble Island on 14 May 1982 in a raid which saw eleven aircraft, including the Skyvan, destroyed. An engine from this aircraft was placed on display at the FAA Museum, Yeovilton, in 1984.

The Flight International World Air Forces survey (December 1988) reported that negotiations with CASA were proceeding to purchase 5 C.212M Aviocars to replace the Skyvans. PA-51, 52, and 53 were placed in storage in May 1989, as efforts to sell the aircraft had been unsuccessful. The Skyvans were offered for sale by public tender on 22 March 1994. The Skyvans were sold on 30 May 1995 to Luxembourg, for \$1M and delivered in mid July and were subsequently registered as

|         |        |
|---------|--------|
| SH.1888 | LX-ABC |
| SH.1889 | LX-DEF |
| SH.1890 | LX-GHI |

Color schemes: When first delivered the Skyvans were painted White overall with the Argentine insignia on the fuselage and wings and the national flag on the fin. Dayglo patches were marked on the wing tips and nose area. Serials were displayed in black on the lower portion of the fin, with PNA marked above the serial. This color scheme was later modified by the addition of a light Blue strip down the fuselage, and the words PREFECTURA NAVAL ARGENTINA in Black on the rear fuselage. In March 1980 all Skyvans were repainted in light Brown and Green camouflage with serials in small Black letters below the cockpit window, and a small national flag on the tail fin and a larger serial in Black on the lower fin. Two Skyvans (serials unknown) were painted in a mottled scheme of light and dark Green, light Brown with the wing undersurfaces painted White. These two aircraft carried the national flag on the fin, and had no other national markings evident. During the South Atlantic conflict the Skyvans had an Orange Dayglo band painted on the rear fuselage, midway between the wings and tailplane.

In early 1983 the Skyvans were repainted overall in a gloss White with Blue cheat lines on the fuselage and a three banded strip on the after fuselage with the PNA insignia overpainted in Black.

## AUSTRIA

The two Short Skyvans of the Austrian Air Force are operated by No.3 Wing Communications Squadron, Light

Aircraft Company of Flight Regiment 1, at Tulin-Langenlebarb north of Vienna. It had been intended to purchase 10 Skyvans, with an initial order of 6 aircraft, but due to a lack of funds this proposal was abandoned and only the two were acquired with delivery in August 1969. The Skyvans are used for parachute training and were the first to be fitted with the bubble observation window on the rear Port fuselage.

|       |         |
|-------|---------|
| SS-TA | SH.1855 |
| SS-TB | SH.1860 |

Color scheme: The Skyvans were initially painted Olive Drab with Dayglo patches on the tail fins, nose and wing tips, with the national insignia carried in six positions (upper/lower wings and fuselage), with the serials in Black on the fuselage. Both aircraft were later repainted (in the 1980s) in an overall Green (best described as a Black Green) with national markings and Black codes in the usual positions.

## BOTSWANA

The Botswana Defence Force Air Wing (formed in 1977) purchased two Short Skyvans for border control, casevac, communications and FAC duties, as well as providing assistance to the police force in border patrol, internal policing duties, and to provide a VIP transport capability.

The Skyvans were operated by Z1 Squadron based at Gaborone Village with delivery in April and June 1979 respectively. During its service Skyvan OC2 was operated as a Presidential Flight aircraft.

|         |         |
|---------|---------|
| Z1 OC-1 | SH.1962 |
| Z1 OC-2 | SH.1964 |

Z1 OC-1 was subsequently sold in the USA as N6196P in March 1993 and Z1 OC-2 to Malaysia as 9M-FAT.

Color scheme: Both were painted in a disruptive camouflage scheme of Light Green and Light Tan, with the serials (OC-1/OC-2) in Black on the fuselage nose and Z1 in Black on the upper fin. National markings were displayed on the fuselage and a horizontal fin flash in the national colors extended across the upper fin/rudder.

## CISKEI

The Ciskei Defence Force Air Wing was formed in 1980, primarily a transport and liaison force obtained two Skyvans in 1982 which were flown and operated by Border Air Charter on behalf of the Government of Ciskei. The force was disbanded on 27 April 1994 and integrated with the South African Air Force.

|        |         |
|--------|---------|
| ZS-LFG | SH.1977 |
| ZS-KMX | SH.1965 |

Following the elections in May 1994, the equipment previously operated by the Homelands military arms were integrated into the South African Defence Forces, however the Skyvans were declared surplus and stored pending disposal.

Color scheme: ZS-KMX, was on delivery painted White overall with a Blue stripe down the fuselage in line with the windows and the registration ZS-KMX in Blue on the rear fuselage. The aircraft was later repainted in an overall reddish Brown with the registration in Black.

ZS-LFG, the upper fuselage and wings are painted White, with a Light Blue stripe down the fuselage in line with the windows and the lower fuselage painted dark Blue. The national

flag displayed on the upper fin.

## ECUADOR

The Ecuadorian Army Air Service (Servicio del Aviacion del Ejercito Ecuatoriano) the air arm of the Ecuadorian Army purchased one Short Skyvan in April 1971. The Skyvan was based at Teniente-Coronel Colon Grijalva Air Base, Coca, Rio Amazonas in eastern Ecuador.

|           |         |
|-----------|---------|
| SAE-T-100 | SH.1868 |
|-----------|---------|

This Skyvan was coded T-201 (date unknown) and also as SAE-T-189 prior to sale in the USA as N5592Y in May 1980. Prior to delivery in 1971 the aircraft had been incorrectly marked as SAE-10-100.

Color scheme. The lower fuselage from a line below the cockpit windows was painted White with the upper fuselage in Red. The national colors were painted on the tail fin, i.e. Yellow (top) Blue (center) Red (lower), EJERCITO was marked in Black on the lower fuselage. National markings were displayed on the upper Port wing and the lower Starboard wing. Serial was in Black.

## GHANA

The Ghana Air Force formed in 1959 ordered six Short Skyvans in October 1973 to be used on coastal patrols, SAR, supply dropping, CASEVAC and communications roles to replace DH Twin Otters. The Skyvans operate from Takoradi, West Ghana, by No 1 Squadron except for G450 equipped as a Skyliner VIP aircraft and operated by the Communications Squadron for the use of the Chief of Staff.

Both G450 and G453 were displayed at the 1975 Farnborough airshow in the static and flying displays respectively.

|      |         |
|------|---------|
| G450 | SH.1930 |
| G451 | SH.1928 |
| G452 | SH.1929 |
| G453 | SH.1931 |
| G454 | SH.1932 |
| G455 | SH.1933 |

The Skyvans were WFU in 1986 as they had run out of airframe hours, this was followed by protracted negotiations to refurbish the best four of the aircraft. The arrangement included crew training, maintenance and provision of spares. The crew training was undertaken on G454 the first of the refurbished aircraft.

During April to August 1991 G450, G452, G454, and G455 were rebuilt by Airwork, Hurn, UK, this rebuild was required as since delivery all the aircraft had experienced high usage and were stored in sub standard hangarage.

Color scheme: The VIP Skyvan is painted in White on the upper fuselage and wings, with a Red stripe down the fuselage in line with the windows and the lower fuselage is painted Gray. Code in Black on the upper rudder and GHANA AIR FORCE in Black on lower forward fuselage. Roundels in national colors, Red/Yellow/Green (inner) in six places.

The other Skyvans are painted in a disruptive camouflage scheme of Green and Brown, with Ghana Air Force in White on the lower forward fuselage and the national flag on the upper fin and the code letter on the upper rudder in White.

## GUYANA

The British Ministry of Overseas Development purchased in August 1979 a Skyvan for Guyana as a part of an aid program, two other Skyvans were obtained in March and August 1981.

The Skyvans, operated by the Guyana Defence Force Air Command in a policing role based at Georgetown Timehri International Airport carry civil registrations and the letters GDF with the national flag or its colors as overall trim.

|        |         |
|--------|---------|
| 8R-GFF | SH.1966 |
| 8R-GFK | SH.1974 |
| 8R-GRR | SH.1976 |

8R-GFF operated by the Defence Forces on behalf of the Civil Aviation Department was destroyed on 22 January 1981 when it flew into a mountain, killing the four crew.

8R-GFK and 8R-GRR were withdrawn from use in early 1987 due to a spares problem, and GRR was reported as dumped outside the Defence Forces hangar in late 1991.

Color scheme: Dark Green and light Green disruptive camouflage scheme over the wings and fuselage.

## INDONESIA

Three Short Skyvans were purchased by the TNI-AU Tentara Nasional Indonesia - Angkatan Udara (Indonesian National Armed Forces - Air Force) and operated on behalf of the Ministry of the Interior for Social Services in the province of West Irian. Based at Jakarta Halim Perdana-Kosuma the Skyvans form part of Skwadron Udara 2 of Logistics Command and were delivered in August 1970.

|       |         |
|-------|---------|
| T-701 | SH.1871 |
| T-702 | SH.1881 |
| T-703 | SH.1882 |

T-701 was destroyed in a crash into the sea off Biak, Indonesia on 1 February 1971 and T-703 was destroyed in a crash in the Celebes on 19 December 1972. T-702, which was reserialled as A-0702 in 1979, overshot the runway at Cocanon, West Irian in August 1971. The aircraft was badly damaged and repaired on site then flown in December 1971 to AURI Base Hussein, near Bandung, on the west of Java Island for rebuild. This aircraft is still in use.

The TNI-AU serials used a single letter prefix indicating the role, T = Transport, the prefix for jet aircraft A- may have been the reason the serial was later changed.

Color scheme: Upper fuselage from above the windows and both the upper and lower wing surfaces in Orange Red, with the lower fuselage in White. INDONESIA AIR FORCE was in Black on the starboard fuselage to the rear of the cockpit below the wing, and ANGKATAN UDARA R.I. on the portside with the national markings on the rear fuselage and the national flag on the upper fin, and the serial in Black on the lower fin below the flag.

## LESOTHO

The Royal Lesotho Defence Force-Air Squadron (known as the Lesotho Police Mobile Unit Air Wing until 1987 when the title was changed following a reorganization of the force) purchased two Short Skyvans in December 1978.

The Air Squadron operates as a paramilitary unit supporting the police and is based at Maseru Airport.

Delivered as 7P-AAB and 7P-AAC, the aircraft were re-registered and painted Dark Green (PMU1) and White (PMU2) following their delivery. Both were subsequently sold in the USA as N981GA and N982GA in February 1989.

|      |         |
|------|---------|
| PMU1 | SH.1958 |
| PMU2 | SH.1960 |

Color scheme. PMU1 - Olive drab overall with the national flag on the fin, the serial SC7-PMU1 and KINGDOM OF LESOTHO appear in White on the rear fuselage. The serial also

appears under the wings.

PMU2 - White overall with a Blue stripe along the fuselage the width of the windows with PMU2 in White within this stripe on the rear fuselage. The national flag appeared on the fin and the serial in Black on the wing undersurfaces.

Another scheme, similar to above has the serial SC7-PMU2 in White in the rear of the Blue fuselage stripe and Kingdom of Lesotho in Dark Blue on the rear fuselage.

## MALAWI

The Malawi Police Air Wing, based at Mtakatika airfield obtained a Skyvan in September 1980. This aircraft was displayed at the Farnborough airshow as G-BHVK.

Fitted with a SkyShout loud hailing system with an effective range of 3000 feet, the Skyvan operated in an internal policing role.

The aircraft, 7Q-YAY, was also operated when required by Air Malawi the national airline who also operated Skyvans 7Q-YMA/YMB/YMU (SH.1968/1971/1975) these aircraft although owned by Air Malawi were also used on policing duties.

7Q-YAY SH.1973

Traded for PBN BN2T Defenders, Skyvan 7Q-YAY whilst on a ferry flight to the UK force landed south of Mombasa, Kenya on 24 April 1986 and was subsequently written off.

The fates of the Air Malawi Skyvans used on policing duties are, 7Q-YMA (SH.1968) sold in the USA in July 1988 as N7009X, 7Q-YMB (SH.1971) shot down inside the Mozambique border on 6 November 1987 with 3 crew killed, 7Q-YMU (SH.1972) sold in the USA July 1988 as N7009Y.

Color scheme: 7Q-YAY was painted in a Dark Brown and Light Greenish Tan disruptive camouflage scheme over the entire aircraft.

## MAURITANIA

The Escadrille de Transport, of the Force Aerienne Islamique de Mauritanie (Mauritanian Islamic Air Force) based at Nouakchott, operated two Skyvans in support of the army against the Polisario rebels.

Both aircraft were delivered in November 1975 and were sold in Luxembourg in June 1991 as LX-JUL and LX-UGO respectively to fund the purchase of spares for other aircraft operated by the air force.

5T-MAM SH.1943  
5T-MAN SH.1945

Color scheme: Painted overall in a Dark Green and Light Green camouflage scheme. The national markings were displayed on the fuselage and fin with the serials in White to the rear of the fuselage national markings. The last two letters of the serial AM and AN were displayed in White on the forward fuselage below the cockpit. The serial in full was carried on the wing under surfaces with a circular national marking.

## MEXICO

The Fuerza Aera Mexicana (Mexican Air Force) operated Short Skyvans on behalf of the President of Mexico on the Plan Huicot which was designed to assist the Huicoles Indians adjust to modern economic conditions. The Skyvans operated from the town of Tepic into the Huicot region each day.

Operated by the Presidential Air Transport Squadron (8 Grupo Aero Excuadron Aero de Transporte Presidencial), the Skyvans frequently use both military serials and civil registrations in the Government block XCUAA to UZZ which are

reserved for presidential and executive aircraft. Serials allocated in blocks of up to 5 digits and frequently reallocated, prefixes are used to indicate the aircraft role, unit or type. The Skyvans are prefixed TP = Transporte Presidencial (Presidential Transport). The FAM Presidential aircraft have ESTADOS UNIDOS MEXICANOS marked on the fuselage under the wing root.

Known serial allocations include,

TP-210/XC-UTI SH.  
TP-211/XC-UTJ SH.  
TP-0211/XC-UTJ SH. Additionally civil registrations  
TP-0213/XC-UTI SH.1920 only were carried on military  
TP-0214/XC-UTM SH.1946  
TP-0215/XC-UTN SH.1951  
TP-0215/XC-UTI SH.1952 XC-UTK  
TP-0217/XC-UTJ SH.1953  
TP-211 SH. XC-UTQ  
TP-212/XC-UTK SH.1952  
TP-215 SH.

Fates: TP-0213/XC-UTI SH.1920 sold in USA as N53NS in August 1990. TP-0214/XC-UTQ SH.1946 ex XC-BOD, may have been registered as TP-0211/XC-UTJ in the late 1970s, presently with Co-ordinacion General de Transportes, FAM. TP-0215/XC-UTN SH.1951 sold in USA as N52NS in June 1990. TP-0216/XC-UTI SH.1952 written off details unknown but reported to be marked as TP-212/XC-UTK at the time of write off. TP-0217/XC-UTJ SH.1953 crashed in late 1982, details are unknown subsequently registered to Oklahoma Aircraft Corp as N38314 in March 1983, rebuilt and returned to FAM.

Color scheme: Painted White overall, with the fin flash in the national colors on both sides of rudder, civil registrations are displayed on the rear fuselage and the military serial on the fin in Black. All FAM Skyvans have carried a fuselage stripe in Red/Gold/Red, this same marking was also displayed on the engine cowling. TP-0215 and TP-0216 have carried the FAM insignia on the fuselage. The title ESTADOS UNIDOS MEXICANOS in Black is marked in Black above the three forward windows below the wing root

## NEPAL

The Kingdom of Nepal's air arm was for many years the Royal Flight based at Kathmandu-Tribhuvan, and these aircraft were frequently used by the Nepalese army. The Royal Army of Nepal formed an Air Corps which became the nucleus of the Royal Nepal Air Force which formed in July 1979. The Royal Flight remained a separate unit, but it is included for completeness.

RA-N14 SH.1894 ordered December 1970, delivered August 1971 re-registered as RAN-14 in late 1982 confirmed as such in January 1983. Also quoted as using serial 9N-RF14.

RA-N15 SH.1898 ordered July 1971 delivered January 1972, re-registered as RAN-15, date unknown. Also quoted as using serial 9N-RF15. Reported as written off at Chourjari (or Rukukot) on 7 April 1978.

RAN-23 SH.1978 ordered June 1984 delivered June 1984. Built in 1982 this aircraft was used as Shorts demonstrator, displayed at Farnborough 1982. Crashed and destroyed 30 December 1985 when it flew into high ground in poor visibility inbound to Dhangarhi from Kathmandu via Bhairahawa, 25 killed.

9N-RAA SH.1884 delivered in September 1970 for the Royal Flight (Coded 100), has also used the serial RAN-19

Color scheme: RAN-23 Painted in Dark Brown and

Medium Brown disruptive camouflage scheme overall with ARMY in Black on the rear fuselage.

RAN-14 and RAN-15 Painted Olive drab overall with dayglo panels on nose, wing tips and the upper portion of the fin/rudder, the national flag was marked on the lower fin with the serial in White on the rear fuselage.

RAN-19 Painted White overall with a Red cheat line down the fuselage.

## PANAMA

The Panamanian paramilitary Guardia Nacional (National Guard) formed the Fuerza Aerea Panamena, based at Tocumen International Airport, Panama City.

Shorts demonstration Skyvan G-BFUI was on a sales tour of Central America between June and September 1978. When displayed in Panama the Skyvan was purchased and allocated the serial FAP-300 (SH.1959).

In late 1980, or early 1981, Skyvan FAP-300 suffered severe damage and was rebuilt at the COOPESA facility in Costa Rica.

FAP-300 (SH.1959) Sold in USA as N1959S in May 1988 Re-registered as HP300 in April 1988 prior to sale, and still with FAP.

At the time this Skyvan was purchased an option on Skyvan SH.1958 was apparently taken but lapsed.

Color scheme. The lower fuselage from below the windows was painted Light Gray, the upper fuselage and wings were White. There was a thin Black line running the length of the fuselage between the White and the Gray. The national markings were displayed on both rudders, with the serial FAP-300 in Black on the tail fin. FUERZA AEREA PANEMENA was in Black above the windows, and SKYVAN 300 also in Black was marked below the cockpit windows.

## SHARJAH

The Amiri Guard Air Wing formed at Murgab Camp on 20 December 1984, nominally a component of the United Arab Emirates Air Force but operating autonomously, and moved in early 1986 to Sharjah IAP.

The UAE Federation consists of seven Gulf States; Abu Dhabi, Amman, Dubai, Fujairah, Ras Al-Khaimah, Sharjah and Umm-al-Qaiwan and each contributes to the United Arab Emirates Air Force, formed in 1984.

The Skyvan was delivered in February 1986, and is reported to have been sold in a trade for helicopters but there is no evidence to support this report.

AGAW-121 (SH.1981)

Color scheme. Reported to be painted in a two shaded scheme of Sand (Light Brown).

## SINGAPORE

The Republic of Singapore Air Force was established in April 1975 from the former Singapore Air Defence Command. An order for six Skyvans was announced in November 1972 and delivered from July to October 1973, operated by No 121 (Gannet) Squadron based at Changi. Three Skyvans were equipped for SAR and the other three for a freight/utility role. During 1984 the Skyvans were offered for sale, but no interest was evidently shown and they were retained. Skyvan 701 was transferred to the civil register as 9V-BNJ and leased to Tradewinds (Pte) Ltd a Singapore Airlines associated operator, from 1983 to March 1991. The RSAF announced that following the delivery of Fok-

ker 50s in late 1993 early 1994 the Skyvans would be disposed of.

|     |           |
|-----|-----------|
| 700 | (SH.1913) |
| 701 | (SH.1914) |
| 702 | (SH.1915) |
| 703 | (SH.1912) |
| 704 | (SH.1916) |
| 705 | (SH.1917) |

In August 1994 three of the Skyvans were sold to Aerodata, Perth, WA and allocated civil registrations as 700/VH-WGG, 701/VH-WGL, 702/VH-WGQ.

Color scheme. SAR White fuselage with Red stripe down fuselage windows, fin/rudder in Red. National markings on fuselage, serial in White on rear fuselage within Red stripe. RESCUE in Black on forward fuselage. The words REPUBLIC OF SINGAPORE AIR FORCE in Black on upper fuselage below the wing.

Freight/Utility Painted in a Green and Brown disruptive camouflage, with the serials in Black on the rear fuselage.

The national markings were initially a roundel of Red/White/Red, this was later changed to the I Ching marking and was amended again in 1992 to a Black lions head.

## OMAN

The Sultan of Muscat and Oman Air Force was formed with British personnel in 1959, (AIR FORCE OF THE SULTANATE OF OMAN QUWWAT ALJAWWIYA ALSULTANAT OMAN) and was retitled as the ROYAL AIR FORCE OF OMAN in 1990. Until 1970 the country was known as Muscat and Oman, and from then as OMAN. A total of 20 Skyvans were to have been purchased, and serials were allocated for these 20 aircraft however only 16 aircraft were finally received over a number of orders. July 1971 an order for 2 announced, October 1972 a second order for a further 2 announced, 8 March 1974 a third order for a further 6 announced.

Operated by No 2 Squadron, based at SEEB 35km from Muscat with up to 4 aircraft rotated to Salalah. Flown in numerous roles, from supporting the army in the Jebel Akhdar region against local rebels to civilian freight transports, and operating in extreme conditions of heat, dust and high altitude.

Some of the aircraft were locally modified in 1982 with maritime surveillance radar for patrol and SAR duties. These Skyvans were known locally as SEAVANS. Flight International Dec 1988 stated that seven of the aircraft are fitted with RACAL ASR.360 surveillance for maritime patrol and SAR duties.

The Skyvans were delivered between May 1970 to November 1970 (901-906), September 1971 to October 1971 (907-908), July 1972 (909-910), August 1974 (911), September 1974 (912), February 1975 (913), March 1975 (914), May 1975 (915), June 1975 (916).

|             |             |
|-------------|-------------|
| 901 SH.1879 | 909 SH.1899 |
| 902 SH.1875 | 910 SH.1900 |
| 903 SH.1876 | 911 SH.1867 |
| 904 SH.1877 | 912 SH.1866 |
| 905 SH.1878 | 913 SH.1940 |
| 906 SH.1880 | 914 SH.1941 |
| 907 SH.1895 | 915 SH.1942 |
| 908 SH.1896 | 916 SH.1944 |

909 was written off in a landing accident at Tawi Atair, Dhofar province on 17 October 1974. Conversions to SEAVAN - 912 in 1985 914 in 1983 915 in 1982

Color scheme. 901-911, 913, Green/Brown. 912/915/916 Green/Black later to Grey/White

Over the years a variety of schemes have been noted, with



many of the aircraft having a White area above the cockpit. The Green/Brown disruptive color scheme is painted overall with the serial in Arabic above this. Examples 901, 905, 907, 908.

Dark and Light Green disruptive camouflage scheme overall, without national markings or serials displayed. 910 known to be painted in this scheme.

Dark and Light Brown disruptive camouflage scheme overall, no national markings, serials in Black on fuselage and on nose and on the inner fin in a bright Red. Area above the cockpit in White. Example 906.

The Seavans are reported painted in a Gray lower fuselage with the upper fuselage and wings in White, the fuselage windows are the division line on this scheme.

## THAILAND

Operated by the Royal Thai Border Patrol Air Police under the control of the Ministry of the Interior and in close association with the Royal Thai Army, the Air Police operate three Skyvans.

The Border Patrol Air Police is employed on police duties including internal security, patrol and transport tasks especially in the remote border areas and antidrug smuggling patrols. The unit was trained by the CIA and US Special Forces in anti-guerilla and counter-infiltration roles.

|       |         |
|-------|---------|
| 21897 | SH.1897 |
| 21902 | SH.1902 |
| 21919 | SH.1919 |

21897 and 21902 were delivered in June 1972 and 21919 in September 1973.

Color scheme: Unknown.

## YEMEN

The Yemen Arab Republic Air Force operates two Short Skyvans on transport duties based at Sanaa.

These aircraft were purchased by Abu Dhabi Air Wing, with

delivery in February 1974 and transferred to the Yemen Air Force to assist in the development program of the country's resources.

|      |         |
|------|---------|
| 1153 | SH.1921 |
| 1155 | SH.1922 |

Color scheme: Camouflaged Dark Earth and Dark Green with national markings in 6 positions and national flags on the outer fin surface. The serial in Black appears in both Arabic and conventional digits forward of the fuselage national markings and across the nose, and in Arabic only below each wing.

An unconfirmed report suggests that the aircraft were later repainted in an overall Sand color scheme with markings as above.

## SENEGAMBIA

The Confederation of Senegal and Gambia was formed in December 1981 to mutually assist both countries in areas such as defence, wherein both countries retain their sovereignty but develop joint policies.

There has been reported that a Short Skyvan is operated by the Senegambian Air Force, however there is no known record of such an aircraft being acquired. The contribution by Gambia is quoted as a Skyvan and 25 personnel to the force.

The use has been reported for some years, through the Institute of Strategic Studies, Flight International and similar sources, however there is no positive evidence that a Skyvan is operated as reported.

[Author's note: I would welcome comments, advise, and, of course, photos & slides.]

Charles Cooke (SAFCH #731), Unit 2, 52 Galvan Ave., Pakuranga, Auckland, New Zealand.

## -books-books-books-books-books-books-books-books-books-books-books-books-books-books-books-

**Red Beauty (Krasny Kraselek):** Yak-1 and Yak-7, by Harold Stockton. Premier Issue: Great Patriotic War Series. Special Number One. Part One: Development and Technical Description. Snow Leopard Productions, PO Box 531, Round Rock, TX 78681, USA. \$29.95 plus postage.

Here is something truly different in aviation publications. [As an indication of something special going on here, the Yak-1 prototype (the I-26) is not even mentioned until page 49.] The objective of this series is best described in the author's own words: "The new series is dedicated to the understanding of Soviet Military Doctrine and specifically on how it directly related to the development of the Voenno-Vozdushnyye Sily (VVS, Soviet Air Force) and the aircraft they used. The series starts with the coverage of the main aircraft types used by the VVS during the Great Patriotic War period of 1941 to 1945.... The Soviet military was an extension of the political goals of the Communist Party of the Soviet Union. Since political goals were the driving force behind all military actions, it would be impossible to fully understand its application without understanding the social, political and economic factors that made up the Soviet War Economy. The 'heavy back-ground reading' of the series will be confined to the 'Special Issues' that will be released along side the regular series. This new series is being launched with a two-part 'Special Issue' covering the early Yakovlev fighters, Yak-1 and Yak-7. Each succeeding issue will be a complete monograph

format concerning just the pertinent material for the subject aircraft type.... The first volume of 'Special Issue' number One deals with the technical and developmental aspect of the early Yakovlev fighter series. The second volume of 'Special Issue' number One will cover the operational use of the early Yakovlev fighters. This second part of 'Special Issue' Number One will also include the paint specifications relating to the early Yak fighters. This particular issue will be published shortly." How well the publisher will accomplish this enormous objective cannot be judged until more volume of this series are at hand, but the first volume gets things off to an intriguing start.

The premier issue consists of 120 pages (8.5" by 11") bound between sturdy card covers. The cover painting, a Polish Squadron Yak-1 attacking a German train, is colorful, but has nothing to do with the contents of the book. The 72 pages of text consists of 36 chapters with titles such as Aerial Superiority World War One, Post World War One, Bolshevik Russia, Requirements and the First Five Year Plan, Ultra-Light Fighter International, Pan-European Security, The Red Beauty (I-26), The Lightened Yak, Yak-1M, Yak for Two (I-27), The Heavy Yak (I-30), and Soviet Weapons Requirements. This is followed by a Bibliography, Footnotes, Glossary, and 7 Appendices [Facilities, Military Roles, The Vozhd (a psychological profile of Stalin), etc.]. The final appendix is 19 pages of technical drawings (from Model Konstruktor?) consisting of multi-

view scale drawings of the I-26.1, Yak-1.1, Yak-1M, and Yak-7, and many technical drawings of exterior and interior details.

The first volume of this series does, indeed, consist of "heavy back-ground reading" that will certainly be of interest to the student of Soviet military aviation. The developmental history and technical description of the Yak-1/7 will be attractive to those enthusiasts interested in machines. Not much here for the modeler unless he is super-detailing a Yak and does not have the Model Konstruktor drawings. Future issues promise more for the enthusiast interested in service history and modelers interested in color schemes.

Snow Leopard's "Red Beauty" is recommended to anyone interested in the development of the Red Air Force in general and/or the Yak-1/7 in particular. For everyone else, the "Great Patriotic War Series" deserves to be watched, and there is no better way to begin this evaluation than to obtain a copy of the premier issue. We wish Hal Stockton and Snow Leopard the greatest success with this ambitious series and will watch future developments with the greatest interest.

**Double Fighter Knight**, by Ilmari Juutilainen. Apali Oy, Sammonkatu 64, FIN-33540 Tampere, Finland. Price 178 FIN plus postage. (This is the English language edition of a the Finnish-language edition first published in 1956 under the title "Punalentajien Kiusana").

Back in the 1960's, when I was first becoming interested in the small air forces, a pivotal event was reading "Fighter over Finland" by the Finnish Ace (56 victories) Eino Luukkanen. The description of combat victories by a Finn flying the Brewster Buffalo was revelation to someone brought up on the Buffalo bashing by the US Navy, USMC, and RAF. This led to a life-time interest in the Buffalo and a charter membership in the "Royal Order of Buff-Buffs". I was equally impressed with the author's lyrical descriptions of the more peaceful aspects of the Finnish character. One particular incident sticks in my mind: The author's description of the soul-searching that went on deciding whether or not to cut down the trees surrounding around their airfield to give the antiaircraft guns a better field of view.

With this background, I approached reading "Double Fighter Knight" with great anticipation. Here was a book written by Ilmari "Illu" Juutilainen, Finland's number one ace (94 victories). Illu flew Fokker D.XXIs, Buffalo, and Messerschmitts in both the Winter War and the Continuation War. Most remarkably, in four years of combat, not once did his aircraft sustain damage from enemy aircraft. Each combat is described in exquisite detail and it soon becomes evident how devoted the Finns were in defending their country. No transfer to a desk job after a certain number of missions, just an occasion short leave. No lengthy transition to a new type, just a few familiarization flights and then off on a mission. The constant description of combat is relived, here and there, with the description of such highjinks as practical jokes the pilots played on each other and the joy of flying low over the Lottas (Women Observer Corps) while they were sun-bathing in the nude.

However, the net effect was somehow disappointing and I believe the blame lies not with the author but with the translator - and it was conscious decision. In the preface, "About the Author", one of the translators (Heikki Nikunem) states: "In his memoir he uses such a rich language style that translators were hard pressed to give it the full credit. With the author's permission the translation is concentrated on fighter tactical aircraft episodes and issues." I think literature is poorer because of this choice.

The book is hardbound and consists of 256 A5 (15 cm by 21.5 cm) pages on glossy paper which permits excellent reproduction of the many photos. Most of the photos are of pilots (with their aircraft), but, since these are located on the page on which the exploits of the pilot is discussed, they add to the impact of the story. Appendices consist of a list of the FAF's top aces, 26 photos and specifications of the main types of aircraft used by both sides (most of these photos will be familiar to the reader), a Glossary (most of these terms will be familiar to the reader), Order of Battle for both the Winter War and the Continuation War, and 5 pages of maps to which the reader will refer continually as he reads through the text. Finally, there is a good index listing names of personal, locations, and aircraft types. For example, by looking up the LaGG-3, you will find 8 pages listed where you'll find descriptions of Illu's combat with this particular type of aircraft. "Double Fighter Knight" is the story of one of the most outstanding fighter pilots of WWII. I can guarantee that once you pick it up you won't be able to put it down until you reach the last lines: "The war is ended. All sorties are cancelled." I saluted and sighed, "OK, boss!"

**The Sword of Scandinavia:** Denmark, Norway, Iceland, Sweden, & Finland. By Ronald Tarnstrom.

Armed Forces Handbooks. Trogen Books, Route 1, Box 2, Lindsborg, KS 67456, USA. \$24.95 postpaid (foreign shipment requires an additional \$1.00).

[Editor's note: Quotes are by the publisher, and SAFO member, Ron Tarnstrom.] "Here is the customary review copy of our newest title, 'The Sword of Scandinavia'. You will notice that, to keep costs reasonable, we have gone to a softbound book with a smaller page size (5.5" by 8.5"). If this book had been produced in our old format, we would have had to charge around \$50 for it. By getting rid of the empty spaces of our older style and slightly reduced the type size, we have a page that contains nearly as much information as the old 8.5" by 11" page! Since there are 444 pages of text in the new book, the reader is getting twice the information for the same price."

It's been a long time since I've had the opportunity to review a new "Handbook", and I must say that I am very pleased with the new format. What has not changed is the wealth of information contained between the covers. Topics covered include: Prehistoric Warriors, Vikings; Wars between Denmark and Sweden; Thirty Years War; Great Northern War; Russo-Swedish Wars, The Dilemma of World War I; Invasion of Scandinavia 1940; Russo-Finnish Wars; Sweden Mobilizes for Four Invasion Threats; Scandinavians Fight with the Allies and Axis; Postwar Scandinavian Armed Forces. This is, at least for the history buff, a "can't put it down" book. The chapters that enthralled me most were the one that describes the German plans to invade Sweden in 1942 and the Swedish plans to free Norway in 1945.

Interspersed throughout the text are photos, lots of maps, orders of battles, and drawings of uniforms, rank insignia, aircraft, ships, tanks, artillery, and other weapons down to hand guns. However, "Our Handbooks are not intended to further the study of individual aircraft, but rather to broaden the enthusiast's knowledge of the background of each nation's military developments. We emphasize the relationship of air forces to the other arms of service in the prosecution of each campaign. The small general arrangement drawings and specs are intended to place the information at the point of use, eliminating the need for browsing a stack of reference books each time."

"We employ a new service bureau to prepare the manuscript for printing. Unfortunately, they saw fit to 'improve' the insignia displayed by Swedish aircraft between the world wars. On the color plate, the black crowns should be more widely separated and, on page 282, the fuselage insignia is missing altogether."

"Marketing has changed. To free our staff for more rapid production of new titles, we have contracted with Bookmasters to distribute our books. To order a book, send check or money order to Bookmasters, 1444 US Rt 42, RD 11, Mansfield, OH 44803, USA. Or, call their toll-free number (with credit card in hand): (800) 247-6553."

"Unfortunately, the new distribution arrangement make it infeasible to offer the 10% discounts to SAFCH members as we have in the past. However, the bargain price of the new title should make up for this loss."

This Handbook is highly recommended to anyone interested in military history of the Scandinavian countries.

**The Messerschmitt Bf 109 in Swiss Service**, by Philippe Osche. Hors Series #4. Bilingual Edition. Editions Lela Presse, 39 rue Aristide Briand, 62200 Boulogne sur Mer, France. 125 FF plus postage.

In my reviews of the French magazines Avions and Jets and their Specials, I have frequently commented on the wealth of small-air-force information in these publications, and complained, only half in jest, that if they ever came out with English-language editions, SAFO would become as superfluous as "tits on a hound dog". Well, it's finally happened, but fortunately for SAFO, it's only a Special. As long as their monthly magazines remain in French, SAFO is safe.

Avions Hors Serie No. 4, "Les Messerschmitt Bf 109 Suisses/The Messerschmitt Bf 109 in Swiss Service" has the text in side-by-side French and English, and is another excellent Avions publication that should appeal to all SAFO readers. Sturdily bound between heavy, colorful card covers are 96 pages on high-quality paper containing the definitive study of the Bf 109 in Swiss service. The book is illustrated with 210 b&w photos, 21 color photos, 3 color paintings, 20 color side-view drawings, and 6 color drawings of unit insignia.

In SAFO #49, we published an article on Swiss 109s which included photos of 109s with a unit insignia. At that time, this was quite a coup, but now the Avions Special includes photos of this insignia as well as several more unit and personal insignia and even a shark-mouth Swiss Emile. The Swiss 109s have always been colorful modeling subjects, and these colorful insignia will only add to their appeal. I hope one of the decal companies will produce a sheet with these newly-revealed markings. How about it Tally Ho!?

The text is translated into excellent English and is not only authoritative, but a joy to read. The photo coverage is extensive and consists almost entirely of operational shots which should suggest lots of ideas for dioramas. The history of each individual Swiss 109 is covered in detail and a map shows the location of each Swiss 109 loss.

The Avions Special on the Swiss 109s is a must book for every modeler and enthusiast interested in the small air forces during WWII, and, at approximately US \$25, it is affordable. Let's flood Avions with orders so that they will be encouraged to produce future Special with English translations.

**Junkers Ju 87 Stuka**, Makettstudio No. 8. Peta Lapkiado BT, Revay u. 22, 1065 Budapest, Hungary. 1996.

The eighth in the Makettstudio series of a/c monographs marks a departure from their earlier volumes; the center of gravity has shifted significantly towards modeling. No. 8 consists of 44 A4 pages including 25 photos, color cover painting, three 1/72-scale, 3-view drawings (A-2, B-2, & D-2), 2 full-page cutaway drawings (B-2 & D-3), 4 color side-view drawings (Hungarian A, B, & two Ds), 8 tone side-view drawings (4 German, Spanish B, Romanian D, Bulgarian D, & Italian B), and 7 pages of sketches of interior and exterior detail.

The text, in Hungarian, consists of chapters written by various authors: The first covers the development of the Ju-87 and includes 13 side-view drawings depicting the various variants; a chapter by our own Peter Mijzer describes export Stukas, the Hungarian service is described by Gyorgy Punka (of "Messer" fame); two chapters are devoted to modeling of the Stuka, and the final three short chapters do not contain any illustration, so I was unable to determine their subject.

While some of the early Makettstudio publication appealed to enthusiasts of a particular a/c type (the Bf 109E/F and Bf 109G/K were very popular), their new format should appeal to a wider audience. This volume on the Junkers Ju 87 Stuka can be recommended to anyone interested in the small-air-force

use of the Stuka and, particularly, to modelers thinking of adding some small-air-force Stukas to their collections. [Editor's note: See the SAFCH Sale Service for available issues of Makettstudio publications.]

**Messer: The Messerschmitt 109 in the Royal Hungarian Honved Air Force**, by George Punka. English Edition. OMIKK (National Technical Information Centre and Library), POB 12, H-1428 Budapest, Hungary. 1995.

The Hungarian language version of this book was reviewed in SAFO #74, at which time the book was praised for its table and drawings but criticized for the poor reproduction of photos. The review concluded, "If this book were ever translated into English and published with good photo reproduction, it would be a must for all WWII small-air-force enthusiasts."

Joy! "Messer" has been translated into English. The great art work, both in color and b&w, is still there, and the tables provide the lists of all Hungarian 109s, Hungarian aces, etc. The translation of the text is outstanding good with none of the awkwardness found in many other translations of aviation books. This text proves as comprehensive as was anticipated. The first few chapters set the stage by discussing the "Why and How?" of Hungary's entry into WWII on the German side and the plans for 109 production in Hungary. The majority of the text is devoted to describing combat action by Hungarian-manned 109, first on the Russian Front, then defending Hungary for attack by USAAF bombers, and finally the desperate fight against the invading Red Army. It seems as if every combat mission is described and, in the hands of a less talented author, it would become repetitious. George Punka brings his narrative to life with frequent personal reports that recount the moments of terror, boredom, triumph, and pathos that were part of the daily life of the Hungarian pilots who flew the Messer.

This book is highly recommend for anyone interested in Hungarian aviation in WWII. And, a final surprise is that the book is very affordable: \$25 plus \$3.00 surface postage or \$5.00 for air mail. Order from the publisher, OMIKK at the address given above.

[Editor's note: If you are not in a hurry for this book and want to save a couple of dollars, the publisher has offer the SAFCH a discount of \$5.00 per book on orders of 10 for more books. If you want to order the book this way, send me \$28.00. If I get 10 requests, I'll order the books and credit the savings to your account. If, after a reasonable waiting time, I do not get 10 orders, I'll order the books to be sent directly to your home address.]

**Lockheed Hercules 1954-1997**, 14th Edition. By Lars Olausson, Box 142, S-530 32 Satenas, Sweden. 1996.

If you look in the dictionary under "labor of love" you'll find a picture of the cover of Lars Olausson's "Lockheed Hercules Production List". Now in its 14th edition, covering the years from 1954 to 1997, Lars continues to add new machines (he's up to c/n 5488 scheduled for delivery to the RAF in 1999) and update information on a/c still in service. It's all here: original owner, subsequent history including registrations/serials, color schemes, and final disposition. (Don't you wish somebody did this for your favorite a/c?)

The 14th edition consists of 160 pages (15 cm by 21 cm) spiral-bound between card covers. The main section of the book (128 pages) consists of an a/c-by-a/c list by construction number (c/n) listing

model, registration & deliver date to original owner, and subsequent history including owners, serials, color schemes, significant incidents (crashes), and final disposition (if the a/c has gone to Herk Heaven). Fifteen appendices cover such things as "Government Operators", "USAF Serial Numbers", "Destroyed Aircraft" (by date destroyed), and "Hercules Literature".

For the last several editions, the SAFO reviews have been tracking the Kuwaiti C-130s to illustrate the kind of information available. At the risk of boring long-time reader. I'll repeat the story here. The search begins in the section on "Government Operators" where we find Kuwait used c/n "4350, 4412, 4949, 51, 53, 55". In the main section we find: c/n 4350 "Sold to Kuwait AF '317' 7012. Cr near Montelimar, SE France, after lightning strike 800905." c/n 4412 "To Kuwait AF '318' 7104. Resold to LAC N4174M 8205." (The history continues until its crash 930203.) c/n 4949 "Kuwait AF 41 Sqn 'KAF322' (8306, 900802 hit by ground fire at Kuwaiti City airport, flown to Iraq; hit by bombs, centre fuselage badly damaged; 9407 to be transported by road to Kuwait." c/n 4952 "Kuwait AF 'KAF323' 8302 (900802 evacuated to Saudi-Arabia without cargo compartment floor, 9104 Jeddah temporary repair, 9110 OGMA, Lisbon, final repair, 9510)." c/n 4953 "Kuwait AF 'KAF324' 8302 (8401 white top, grey bottom, 900802 evacuated to Saudi-Arabia, 9502 'UN6198', 9507)." c/n 4955 "Kuwait AF 'KAF325' 8304 (8403 white top, grey bottom, 900802 evacuated to Saudi-Arabia; 9507)." Similar histories can be built up for any country the reader chooses.

The latest edition of the Hercules Production List is recommended to all passionately in love with the Herky Bird even if they have earlier editions. If your interest in the C-130 is only passing, you should consider obtaining the latest edition if only to see how a "production list" should be done." Send \$15 (or equivalent in SEK, DKK, NOK, £, DM, HLF or FF), cash in letter, for one copy surface mail included." to Lars Olausson, Box 142, S-530 32 Satenas, Sweden. "No Cheques please: The banks charge is more than \$10!"

**Hungarian Eagles: The Hungarian Air Forces 1920-1945**, by Gyula Sarhida, Gyorgy Punka, and Viktor Kozlik, 64 pages, 21 cm by 29.5 cm, softbound, 61 b/w photos, 17 pages of color and 15 pages of b/w drawings, 1996. Hikoki Publications, 16 Newport Road, Aldershot, Hants, England GU12 4PB. £14.95.

The stream of information coming from the post-Communist Eastern Europe continues unabated. Which is all very fortunate for the small-air-force enthusiasts! This book is edited, printed, and published in Britain, but the authors and artists are all Hungarian. The text is obviously the result of long and thorough research in Hungarian archives. The first several chapters deal with the short-lived air forces of the immediate post-WWI period and the "secret air force" operated during 1922-1938, when military aviation was banned by the Allies. Next follows the pre-WWII build-up with Italian and German assistance, including brief conflicts with Romania and Slovakia. All these contain a lot of detailed information on aircraft, units and personalities.

The bulk of the book is divided into two parts, dealing respectively with the operations on the Yugoslav and Soviet fronts, and with the air defense of Hungary. Again, the text is surprisingly detailed and gives a very clear picture of what was happening. Details, such as aircraft serial numbers, are frequently given. Not only are the front-line

units described, but the book also covers the operations of the most obscure outfits, such as the 1/1. repulohirado (air signals unit) which delivered spare parts to the front in an old Caproni C-101! Although well written, the text is unfortunately quite dry. It would have helped to insert a few anecdotes or firsthand accounts, to lighten it up a bit.

The book also contains numerous tables, covering such topics as unit bases, combat records of fighter units, personnel and aircraft strength, Hungarian aces (34 are listed), and listings of aircraft types used, including serial number batches.

The photos are of mixed quality, but include many interesting and previously unpublished views. The vast majority cover WWII types. The drawings are all of high quality. Most show aircraft four-views or profiles, but those in color include two pages of unit insignia. The b/w drawings include detailed drawings of the national insignia and their placement, and the complete stenciling on a Hungarian Me 210Cal.

I doubt whether we will ever see a better publication on this subject, so get a copy while you can.

Leif Hellstrom (SAFCH #786), Servitutsvagen 3, S-145 59, Norsborg, Sweden.

**AT- 6 Harvard in South African Service: A Pictorial History**, by Dave Becker and Winston Brent, 106 pages, 20 cm by 28.5 cm, softbound. 35 color and 282 b/w photos, 1006. Freeworld Publications CC, PO Box 6260, Nelspruit 1200, South Africa.

As the title suggests, the text forms only a small part of this book. Still, what there is (perhaps 20 pages all told) gives a good summary of the Harvard and T-6 in South African service since 1940. There are also tables with information on every SAAF aircraft, as well as all South African civilian examples. The latter includes many ex-Portuguese T-6s recovered from Mozambique.

The photos cover the aircraft in every conceivable color scheme, from every conceivable angle! This includes several good views of camouflaged aircraft. My only criticism is that there are unnecessarily number of photos showing the same thing. It might have been better to cut down on the quantity and increase the size of those left. There are also several pages with close-ups of markings.

All in all, this is a book not to be missed by anyone with an interest in the T-6.

Leif Hellstrom (SAFCH #786), Servitutsvagen 3, S-145 59, Norsborg, Sweden.

**The Modeller's Guide to the RAAF Mirage IIIO/D**, by Gary Byk. The book is comprised of 120 pp, spiral-bound to allow the modeller to lay it flat on the modelling bench when referring to it. Over 100 photographs cover the RAAF Mirage III from prototype to final, experimental grey colour schemes. Forty-nine drawings accompany the text; the majority of which are taken from the RAAF Mirage Engineering Manual. Aviation artists Fred Harris, Peter Malone and Lindsay Charman have produced the colour scheme profile drawings for the book. These drawings cover a select range of the many Mirage colour schemes used by the RAAF. The book is printed on Stora 80 gsm (Swedish), cold pressed paper. A clear plastic cover protects the frontispiece and a stout cardboard cover the rear. The book is published in a limited edition and each copy is numbered and signed by the author. This book is specially designed for the modeller. The text is easy to read, light and entertaining. Mind-numbing technical facts and jargon have been kept to a minimum. The book explains the origins of Australian interest in the Mirage project,

how the Dassault concept to meet the Australian specifications developed, matured as the Mirage IIIO, and then gave birth to the IIIE series. The original approach by the French centered on producing a modified aircraft, fitted with the Rolls Royce Avon engine. This was because they felt that they would have a better chance of selling the aircraft to Australia with a British engine fitted. The technical description of the aircraft is short, clear and easy to understand. A comprehensive history of the Mirage in RAAF service is included. A short, but precise explanation of the five colour scheme phases allows the modeller to select the style of finish most suitable to their project. Modelling the Mirage is explored over several chapters detailing construction methods, super detailing, kit bashing and after market accessories. A short chapter on decal application is included. Throughout the book lists of applicable paints, decals, colours and accessories are incorporated. The 'Mirage Gallery' contains photographs, arranged chronologically, that cover the service life of the Mirage. The 'Mirage Folio' contains the detail drawings and colour scheme profiles. The Mirage remained in RAAF service for 27 years and during that period remained constantly viable as a weapons platform and interceptor/fighter/ground attack aircraft. Towards the later years of service RAAF Mirages carried laser guided weapons and high-explosive ammunition for the twin cannons. The Mirage roamed freely through Australian skies, defending the vast continent and continually providing embarrassment for Allies as their 'superior', modern aircraft fell victim to the Mirage's gun camera!

The author: Gary Byk has been published in the modelling press for over 20 years. His articles have appeared in *Airfix Magazine* and *Aircraft Model-world* in the UK; *Fine Scale Modeller* in the USA; *Plastics Modeller* in Australia; *IPMS France* magazine; numerous club magazines in Australia. Gary has served in the Australian Defence Force for over 20 years, including various postings in flying units and has held crew certificates for various RAAF, Army and RAN aircraft. He has been an active modeller for almost 25 years. This is his first book.

David Loughhead (SAFCH #1378), PO Box 60, Kalorama 3766, Australia.

**Understanding RAAF Aircraft Colours**, by Peter Malone and Gary Byk. The book is comprised of 40 pp, spiral bound to allow the modeller to lay it flat on the modelling bench when referring to it. Some 20 specially selected photographs, three diagrams, and seven tables support the text in providing an insight to the often poorly interpreted subject of RAAF WWII colour schemes. The book is printed on Stora 80 gsm (Swedish), cold pressed paper. A clear plastic cover protects the frontispiece and a stout cardboard cover the rear. The book is published in a limited edition and each copy is numbered and signed by the author.

This book is specially designed for the modeller. A simplified theory of colour perception is included in the book. The various guides available to the modeller are critically examined. The concept and use of the British Standard and Federal Standard publications are explained. The book includes a comparison table of major modelling authors' colour matches. A complete RAAF K3 specification listing is included. The K series documents have promulgated official RAAF policy on colours and colour schemes since the service was incorporated and continue to do so today. Selected photographs are used to debunk popular myths

surrounding RAAF colour schemes. Attention is paid to the differences in finishes on aircraft procured from both the UK and USA during WWII.

The authors: Peter Malone has been a published aviation author in Australia and the USA for many years. Previous books include, "Aircraft of the RAAF 1921/78", "Warplanes of the RAAF" and "Wirraway Camouflage and Markings". Peter is an avid modeller and aviation historian with an extensive collection of photographs of RAAF aircraft and documents concerning the RAAF in WWII. Gary Byk: See above.

David Loughhead (SAFCH #1378), PO Box 60, Kalorama 3766, Australia.

[Editor's note: David is the proprietor of Modelworks Mail Order Hobbies. The above books are available from him for A\$25 and A\$20 plus postage at cost. Payment can be made by VisaCard, MasterCard, or a bank draft in Australian dollars and sent to the above address.]

**Su-25, B & Co Publishing Group, 1994.**

Sorry, but my unfamiliarity with the Russian language prevents me from providing more information on the source of what may be the best book published on the Frogfoot. In A4 format, are 210 pages of text with about 100 color photos (mostly of the a/c and its details), an equal number of b&w photos (mostly of people), numerous sketches of exterior and interior details, and many tables. There are an additional 5 pages of scale drawings and 20 pages of color 3-view drawings. These latter include, besides a/c carrying the red star but with an amazing variety of camouflage schemes, a/c in the marking of Czechoslovak/Czech Republic (3 a/c including the famous one with the frog on the tail), Slovakia, Iraq, and Communist Romania (2 a/c). These drawings are done in a peculiar style reminiscent of that in the Phalanx books on the Fokker D-XXI and PZL P-1, and I suspect they were done the same way with colored pencil. The result is not unattractive, but it is unusual. This book cannot be too highly recommended to anyone interested in modern combat jets. I hope that the SAFCH copy is bought by someone willing to convert the drawings of the Slovak a/c into something publishable in SAFO.

**Camoleit Angapa, Avico Press International. Moscow 1993.**

This little, 24-page, A4-size, card-bound monograph in the Russian language (I hope I've translated the title correctly) describes a heretofore unknown (to me) attractive seaplane with a tail-mounted pusher propeller. For readers for whom the Cyrillic text is beyond keen, the book will still be a delight with one color photo, a color cover painting, 4 half-page color side-view drawings (3 a/c in civilian markings and one carrying the red star), 5 pages of excellent scale drawings that will surely tempt the more experienced scratch builder. Highly recommended for the lover of the exotic. [Editor's note: Also available in the Avico-Press series is a monograph on the equally weird M-17.]

**Caspian Sea Monsters, Avico Press International. Moscow 1993.**

Once again, translation of the Cyrillic title eludes me, but the above substitute title conveys the content of this small monograph. Nineteen photos in 34 pages depict a variant of "wing-in-ground-effect" water-borne a/c of various sizes from a small passenger a/c with twin, ducted-propellers at the nose to a huge a/c with counter-rotating propeller high

on the vertical tail and a even-larger a/c with 8 jet engines on the nose and two on the tail. The unfortunate absence of any scale drawings (except a very small 3-view) limits the value of this book to all but the devoted sea-monster hunter.

**Boeing, Avico Press International. Moscow.**

Several of this series of monographs were received from a member in Eastern Europe for sale through the SAFCH Sale Service. Because of the subject matter, civil US a/c, they probably would not sell by title alone, so I'll insert a few general comments here in the hopes that some of our readers are Boeing fanatics. Four issues of this series are at hand: The first is a history of Boeing up to the 377. This is followed by monographs on the 757, 767, and 777. These books are soft-bound in A4 size with the number of pages being 48, 48, 60, and 28 respectively. All are in the Russian language and contain numerous color photos (except the first), small 3-view drawings, and cutaway drawings. I hate to be lukewarm about these apparently excellent books - if they were written in English, they would probably snapped up by SAFO readers with a sideline interest in civil a/c.

**Sikorsky S-16, Polygon, Gonchar Publishing House, PO Box 130, Moscow 123364, Russia. 1994.** The Polygon series continues with an excellent presentation of the fragile Sikorsky S-16 biplane. The Russian text of this 52-page, A4-size, soft-bound book is accompanied by 29 well-reproduced photos, a 2-page cutaway drawing, 4 pages of excellent scale drawings, 4 pages of exciting color side-view drawings and a color 3-view drawing. The S-16 illustrated in color not only include machines in Imperial Russian markings, but one carrying the Ukrainian trident national marking and one with the Imperial markings overpainted in Bolshevik red. This should be a fairly easy a/c to scratch build and it's very tempting to think about scratch building three models, one for each set of markings. However, considering the rate at which to kits are coming out of Russian, I think you had better wait for the injection-molded kit. But, in the meantime, buy the book from the SAFCH Sale List. Highly recommended for the WWI enthusiast.

**Su-9, Su-11, Su-13, Su-15, & Su-17, Polygon, Gonchar Publishing House, PO Box 130, Moscow 123364, Russia. 1994.**

Polygon does it again, another fine monograph on some obscure a/c. This time it's printed in landscape format (a la In Action) and covers some obscure early Soviet jets. Since the Cyrillic title is beyond my meager translation abilities, I've substituted the subject matter for the title. Forty-four pages contain 32 photos, color front and back cover paintings, a multitude of sketches of details, 11 pages of 1/72-scale drawings, and 4 color side-view drawings. Of the a/c covered, only the Su-9 (which bears a superficial resemblance to the Me-262) was familiar to me from the MPM 1/72-scale vacuum kit). The Su-11/13 is similar to the Su-9 except with larger engines and a swept horizontal tail (a possible conversion project). The Su-15 is a massive swept-wing, twin-centrifugal jet-engined a/c with the both engines buried in the fuselage; one exhausting through the tail and the other at mid-fuselage. This a/c is so huge, that I had to check the drawings against the tabulated dimensions before I would believe that they were in 1/72 scale and not in 1/48. The Su-17 is also extra-ordinarily large, but the use of a single axial-flow engine allows for a thinner, more attractive fuselage.

Continued on page 62



# CHINESE AMERICAN ACES IN THE CHINESE AIR FORCE

D. Y. Louie, P.E.

## **John "Buffalo" Wong (8 kills & 1 assist)**

John "Buffalo" Wong or Wong, Sun-Shui (1), was born on 15 March 1914 in Los Angeles, California. John's parents were originally from the Toyshan County, Guangdong Province, China. After obtaining his pilot's license in Los Angeles, John "Buffalo" Wong went to China to continue an officer-training program at the Guangdong Air Force Academy.

Upon graduation, Wong was assigned to the 6th Squadron. He moved up the ranks to become the Deputy Leader of the 17th Squadron. Because of his diminutive but stocky stature, Wong's classmates nicknamed him "Buffalo". This moniker was adopted to avoid confusion with another John Wong (Wong, Pan-Yang (2), who led the 17th Squadron.

On 15 August 1937, John Wong led 5 Boeing 248s to intercept 16 G3Ms heading for Nanking. John "Buffalo" Wong was among those who caught the G3Ms hovering over the Daijaochang Air Base. John "Buffalo" Wong quickly penetrated the G3M formation to bring down an enemy bomber. His Boeing 248, s/n 1703, sustained engine failure, but he succeeded in gliding home safely.

The following day, John "Buffalo" Wong and five pilots from the 17th Squadron intercepted 6 G3Ms over Juyung Air Base. Together, they shot down 3 enemy bombers. Wong chased a lumbering G3M all the way to Suzhou, but failed to bring it down because of a m/g malfunction. His frustration was vindicated on 23 August 1937, when he claimed his second victory, an A4N, near Chongming Island.

On 19 September 1937, John "Buffalo" Wong was wounded in action when his Boeing 248, s/n 1703, was ambushed by 8 E7Ks. He returned to action on 24 February 1938 to engage 17 A4Ns and A5ms. Flying Gladiators, Wong and his wingmen claimed 4 Japanese fighters. The following morning, Wong fought against 4 A4Ns while flying CAP over Guangzhou in Gladiator s/n 2905. He shot down an A4N. On 13 April 1938, Wong led 9 Gladiators from the 29th Squadron to join forces with the 28th Squadron. The 28th Squadron Gladiators were headed by deputy squadron leader Clifford Louie (Louie, Yim-Qun) (3). The combined forces confronted 9 A4Ns, 8 A6Ms, and 8 D1As led by Lt. Hideo Teshima. John "Buffalo" Wong bagged three enemy planes in this engagement. On 16 November 1940, Wong was promoted to the rank of Commander of the 5th Air Group. His last mission occurred on 14 March 1941. Wong led 9 I-15s against 12 A6Ms near Sichuan. A head wound caused Wong to ditch. Two days later, he died in the hospital.

## **Arthur Chin (6 kills & 1 assist)**

Arthur Chin or Chin, Shui-Tin (4), was born in Seattle, Washington. Chin's father was from the Toyshan county, Guangdong Province, China. His mother was from Peru. After obtaining his pilot's license in Portland, Art Chin went to China in 1932 to join the Guangdong Provincial Air Force. He became the Deputy Leader of the 28th Squadron in 1937.

On 16 August 1937, flying a Hawk III, Chin joined John "Buffalo" Wong to intercept 6 G3Ms over Juyung. After 55 minutes of intense air combat, Chin forced a G3M to plunge into Lake Tai. Chin's second victory occurred on 31 May 1937 when an E8N fell under the guns of his Gladiator. While flying Gladiator s/n 2809, on 3 August 1938, above Hankou, Art Chin,

Cliff Louie, and their wingmen met with over 70 A5Ms. Despite the odds against them, Chin managed to damage an enemy fighter. However, he also found the control cables of his Gladiator shot to pieces. Unable to control his aircraft, Chin decided to ram the attacking A5Ms head on. He clipped off the wing of an A5M and sent it to the ground. Chin had to bail out as his Gladiator also spun out of control. On 16 June 1938, Art Chin achieved his fourth victory, a Ki-21, over Namsung. On 27 December 1940, Arthur Chin, Wee I-Ching (5), and Chan, Yip-Sun (6) ambushed a large formation of A5Ms above Nanxung in Northern Guangdong. Art Chin shot down two and assisted in the downing of a third. Chin's Gladiator was severely damaged and he suffered third degree burns. His injuries would require plastic surgery back in the USA. When the war ended, Chin returned to Portland where he served with, and retired from, the US Post Office.

## **John Wong (2 kills & 6 assists)**

John Wong or Wong, Pan-Yang (7), was born in Seattle, Washington. John Wong's parents were from Zhungshan County, Guangdong Province, China. After obtaining his pilot's license in Portland, John Wong went to China in 1932 to join the Guangdong Provincial Air Force. He later became the Squadron Leader of the 17th Squadron.

On 15 August 1937, John Wong led 5 Boeing 248s to intercept 16 G3Ms over Nanking. He caught a G3M on its bomb run and a few quick burst earned John Wong's first victory. He then assisted his wingman Wong, Ji-Jim (8) to corner another G3M. The explosion from their victim put several holes, some as big as 3" in diameter, in Wong's Boeing 248, s/n 1701. His left undercarriage tire was also punctured. Despite some roughness on descent, Wong landed safely.

On 16 September 1938, John Wong, Arthur Chin, Clifford Louie, and 6 wingmen attacked 6 Mitsubishi Ki-21s over Nanxung. The 9 Gladiators had a field day as they demolished 5 enemy bombers. John Wong was credited with 1 kill and 3 assists in this engagement. After the war ended, John Wong returned to the States.

## **Clifford Louie (5 kills)**

Clifford "Long Legged" Louie or Louie, Yim-Qun (9), was born in Seattle, Washington. Clifford Louie's parents were from the Toyshan County, Guangdong Province, China. After obtaining his pilot's license in Portland, Cliff Louie went to China, in 1933, to serve in the Chinese Air Force.

Clifford Louie's wife, Lee Ah-Ying or Hazel Lee (10), was also his classmate at the Portland Flying School. Hazel Lee later became the first Chinese American WASP. Her tragic death in November 1944, while ferrying a P-63 from Buffalo, New York to Montana, had a tremendous impact on Clifford's life. After the loss of his wife, he was transformed into a recluse. He was, and still is, the least known Chinese-American pilot in the Chinese Air Force although he was the Deputy Leader of the 28th Squadron in 1938.

On 13 April 1938, Clifford Louie and John "Buffalo" Wong led 15 Gladiators into 9 A4Ns, 8 A5Ms, and 8 D1As over Guangzhou. Louie shot down an A4N and assisted wingman Zhou, Ganju (11) to knock down another. Clifford Louie earned

another assist on 16 June 1938. His victim this time was a Ki-21. On 3 August 1938, Clifford Louie added one more assist to his credit.

Thus, based on official Chinese Air Force combat records, Clifford Louie was credited with 1 kill and 3 assists. This record was contrary to that suggested in Chris Shores' Air Aces. Clifford Louie's score might be higher than the official record. However, as stated above, Clifford Louie was a recluse who constantly and consistently declined to disclose his experience. Furthermore, he was considered anti-social by fellow pilots. His unpopularity might attribute to insufficient official coverage of his actual achievements.

- (1) 黃新瑞 His name was misspelled as Huang, Shing-Yui in Chris Shores' Air Aces.
- (2) 黃泮揚 His name was also misspelled as Hwang, Pei-Yang in Air Aces.
- (3) 雷炎均 His name was misspelled as Lo, I-Ching in Air Aces.
- (4) 陳瑞鈞 His name was misspelled as Chen, Jui-Tien in Air Aces.

(5) 韋一青

(6) 陳業新

(7) 黃泮揚

His name was misspelled as Hwang, Pei-Yang in Air Aces.

(8) 黃子治

(9) 雷炎均

His name was misspelled as Lo, I-Ching in Air Aces.

(10) 李亞英

Her name was misspelled as Lee, Ya-Cheng on page cxxi of Aerosphere 1943.

(11) 周慶續

D. Y. Louie (SAFCH# 544), 1 Irving Place, Gramercy 16D, New York, NY 10003, USA.

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### Encyclopedia of 1/72 Scale Models.

Between 1985 and 1989, Tom Young, of Model-Aire International, published a series of books titled 'Encyclopaedia of Military Models'. Although well received, they had the disadvantage of being out of date as soon as they were released. Now, Tom has decided that a quarterly publication will allow the modeler and collector to keep up with new releases. "We will cover kits produced in any country by manufacturers large and small. We shall offer information on kits produced in all mediums: Injection molded plastic, vacuum-formed plastic, cast resin, cast metal, etched metal, wood, paper card and plaster of Paris." All types of kits will be covered: "Aircraft, airships, vehicles, artillery, figures, military equipment, rockets, missiles, spacecraft, boats, science fiction subjects, trains, buildings, and diorama accessories." Coverage will be limited only by scale: "In most cases we shall list any kit that falls within 1/68 to 1/77 scale."

So, what's in ESM72 Vol. 1, No. 1, Spring 1996? Of the total of fifty-eight 8.5 inch by 11 inch pages, 42 pages cover 'Aircraft' manufacturers from Arne Andersson to Bulgarian Vacuum-Form. Pages 47 to 50 cover 'Vehicles' from Ahketon to B.W. Models and pages 51 to 57 cover 'Ships and Boats' from Airfix to Woodcraft. Under each manufacturer is a list of all kits produced in 1/72 scale, illustrations of logos (very useful for identifying Russian kits), photos of selected box-top art, an occasional illustration of an instruction or decal sheet, and a few photos of the built-up model. A check-off box next to each kit allows the collector to see what he has and doesn't have.

The lists appear to be up to date. For example, the list for Broplan includes their new Heinkel He-5T, and, considering Tom Young's long association with

the subject, are probably as complete as humanly possible. Future issues will undoubtedly continue to work through the alphabet of manufacturers. Unanswered is an important question: When new releases are reported, how will they be integrated into the older issues? If each manufacturer were given his own page, then the new releases could simply be added at the end. But, separate pages for each manufacturer is impractical the smaller companies and unnecessary for defunct companies. I look forward to seeing how Tom solves this problem.

The pages for ESM72 come punched for a 3-hole binder and are held together with a sturdy, spine-long plastic clip. Because of the printing process used, the reproduction of the box art and photos is generally poor, but this does not detract from the usefulness of this quarterly to the modeler and collector of 1/72-scale kits. A subscription is \$25.00 per volume (\$30 outside the USA) and binders are available for \$5.00 (\$7.00 outside the USA). Orders should be sent to Model-Aire International, PO Box 159, Olema, CA 94950, USA.

Scale Aviation Modeller, SAM Publications, DMZee Marketing Ltd., 24 Grove Place, Bedford MK40 3JJ, England.

Brian McKendry of Calgary, Canada, has brought to my attention a new modeling publication from England. From the two issues he sent (Vol. 2, No. 3 March 1996 and Vol. 2, No. 5 May 1996) this appears to be a monthly magazine devoted to reviews of new products along with feature articles on both modeling and history.

The articles in the March issue include: "Panther Upgrade" 2 pages on building the Monogram Panther with Reheat details and Superscale decals in-

cluding 8 color photos of the model in various stages of construction. "Hawker Sea Hawk" 8 pages on history of the a/c including 8 b&w photos, 3 pages of color side-view drawings (with Dutch, Indian, and German examples), and two pages of 1/72-scale drawings. Surprisingly, there is no mention of kits, decals, or accessories. "The Spitfire & its Wing" 4 pages with drawings and photos detailing the various wings used on the Spitfire. "Slow but Deadly" 4 pages on modeling Hasegawa's 1/48 scale SBD-4 Dauntless with Edward etched-brass sets. "A Different Spitfire" 2 pages with 19 photos. "Hawker P1127 & Kestrels" 2 pages with 14 photos. The articles in May issue are: "Koster Dornier Do 217 K2.Mii" 5 pages 27 photos of the model. "Rosatelli's Falcon" 4 pages on modeling the Classic Airframes' 1/48-scale Fiat CR-42 with 19 photos. "Aircraft Sketchpad" one page of sketches of MS.406 interior details. "Brighten up your Bombers" 2 pages with color drawings of colorful Halifax tails. "The Nieuport-Delage Sesquiplane Fighters" 5 pages with 5 color side-view drawings and 3 pages of 1/72-scale drawings of the types 42, 62, & 622/629. All are in French schemes although the type 52 which was built in Spain is said to be the same as the Type 62 except for an all-metal construction and the radiator moved from the landing-gear legs to beneath the engine. [Editor's note: These drawings support the drawings I've seen on converting the Heller 629 into the Spanish version.] All the articles described above are pretty standard stuff for any good modeling magazine. What really distinguishes this magazine from the others is the large number of reviews. Besides the conventional kits reviews of either full- or half-page length with photos of the completed models, reviews of resin & brass accessories, decals, and books all include a

photo, usually in color, of the accessory, the decal sheet or its instruction sheet, or the cover of the book. In the May issue there are 28 pages of reviews in which, for example, you'll see True Details' resin-cast parts for the Hasegawa Wildcat, Eduard's brass fret for Hasegawa's 1/48-scale Macchi C.202, the decal sheet for Superscale's 1/72-scale Mosquitos, the instruction sheet for Blue Rider's decals for a Latvian Army An-2 with pre-war 'Ausekis' cross insignia, and the cover of Phalanx's book on the PZL Fighters.

SAM looks ideal for the modeler trying to keep up with the avalanche of modeling materials being produced around the world. A subscription for 12 issues costs £21 in the UK, £30 in Europe, and £40 world. Cheques or money order in Sterling should be made out to DMZee Ltd. and sent to the address above. North American subscriptions are US \$56 (Visa/Mastercard accepted) from Wise Owl Worldwide Publications, 4314 W. 238th St., Torrance, CA 90505, USA.

[Editor's note: One copy each of the review issues is available from the SAFCH Sales Service.]

**AirHobby, The Ukrainian Aviation Magazine.** This magazine is great for small-air-force enthusiasts and modelers, and it is getting better with every issue. The recent issues have contained lots of color and large, pull-out scale drawings. Since a number of issues are available from the SAFCH Sales Service, a summary of the content follows (please excuse the occasional vagueness - it's that Cyrillic alphabet again):

2/92, "Caspian Sea Monster" 15 pages including 11 photos, color cover painting, and a 2-page scale multi-view drawing. "Brewster Buffalo" 9 pages including 6 photos, 7 color side-views with top and bottom views (RAF, Australian, Dutch, & Finnish - nothing new for the Buffalo Buff), and 3-view drawings (XF2A-1, B-239, B-339E/D, F2A-2, & F2A-3 - very well done). Color drawings of Ukrainian Gotha GL-VII and MiG-29. Color photos of Ukrainian MiG-25 and Air Ukraine Tu-134A. 1/93 "Tu-22" 13 pages including 24 photos, color cover painting, and gigantic pull-out 1/72-scale drawings. "Polish Air Force" 8 pages including 7 photos, 7 small 3-view drawings, and 6 color side-view drawings (P-7a, P-11c, R-XIII, RWD-14, p-23b, & P-37b - nothing new for the PAF fan). "MS-406" 4 pages including 2 photos and one page of 1/72-scale drawings. One page with 5 color side-view drawings of LaGGs in Soviet, Japanese, and German markings.

2/93 "Macchi MC 205" 14 pages including 9 photos, color cover painting, 15 side-view drawings showing development from MC-200 to MC-207, 3 side-view drawings of MS-205, and 2 pages of 1/72-scale drawings of MC-202 and MC-205. "MS-406" 4 pages including 5 photos and 6 color side-view drawings (French, Polish, Swiss, and Finnish). "Soviet Hurricane IID" 4 pages including 2 photos and a page of 1/72-scale drawings.

1/94 "Polikarpov I-180" 16 pages including 20 photos, color cover painting, 19 side-view drawings showing development from I-16 to I-180, 6 color side-view drawings (Soviet Spanish, & Chinese I-16), and 1/72-scale drawings of I-16 and I-180. The latter is a challenging conversion, but maybe a way to use the wings from the Revell I-16. "Ukrainian Gotha GL.VII" 2 pages including 5 photos and a one-page 1/72-scale 3-view drawing.

2/94 "Su-24" 13 pages including 35 photos, color cover painting, 3 color side-view drawings (Soviet, Ukrainian, and Iraqi), and giant pull-out 1/72-scale

multi-view drawing. Color center-fold photo of Ukrainian MiG-25. "Air War Korea" 6 pages including 6 photos and 6 color side-view drawings of MiG-15s (Soviet, North Korean, Chinese, and Egyptian). "I-185" 11 pages including 14 photos, 21 side-view drawings showing development from I-180 to I-188, 2 1/72-scale 3-view drawings, and 2 pages construction drawings.

4/95 "Pe-2" 15 pages including 13 photos, color cover painting, 6 side-view drawings showing development, 3 color side-view drawings (Soviet & Finnish), and 3 pages of 1/72-scale multi-view drawings. "XFY-1 Pogo" 3 pages including 6 photos and 1/72-scale drawing. "Hungarian AF" 5 pages including 9 photos and 5 color side-view drawings [Me-210C, FW 190F, Bf 109G (2), & Ju 88D]. Color photos of Ukrainian MiG-21, MiG-23, & MiG-29. "Su-25 Frogfoot" 8 pages including 10 photos and 4 color side-view drawings (Soviet). "An-14" 6 pages including 7 photos and a page of scale multi-view drawings. "Yak-1" 8 pages including 15 photos, 4 color side-view drawings, and 2 pages of 1/72-scale drawings.

5/95 "MiG-19" 20 pages including 40 photos, color cover painting, 7 color side-view drawings (USSR, Egypt, Syria, Indonesia, Pakistan, Somalia, & Bangladesh), 4 pages of 1/72-scale drawings. Color photo Ukrainian An-24. "Skyraider" 5 pages including 4 photos, 6 color side-view drawings (USN & South Vietnam), and 2 pages of 1/72-scale drawings. "Yak-1" 3 pages including 4 photos and one page of 1/72-scale drawings of Yak-1M. "Frogfoot" 6 pages including 9 photos and 4 color side-view drawings of Russian Su-25.

6/95 "Yak-38" 17 pages including 57 photos, color cover photo, 5 color side-view drawings (Soviet and Ukrainian), and giant pull-out 1/72-scale drawings (including the 2-seater). "An-71" 7 pages including 19 photos (2 in color) and 1/100-scale drawings of this EAW a/c with twin-jet engines over the wings and a giant radar dish on the tail. "Skyraider" 4 pages including 4 photos and 2 pages of 1/72-scale drawings of the AD-5 and AD-5W. "Hungarian AF" 5 pages including 4 photos, 3 color side-view drawings (Bu 131, Fi 156, & Ju 52/3M), and color drawings of XN-1 (a twin-jet fighter of unusual configuration carrying Hungarian markings). More information on this latter a/c would be interesting to publish in SAFO.

**Aeroplane, The Yugoslav Aviation Magazine.** A very nice magazine is coming out of Serbia - at least I think it's Serbia since the text is in the Cyrillic alphabet. The two issue at hand show a high degree of scholarship and production:

1/95 "Westland WS-51 Dragonfly" 18 pages including 27 photos and 3 pages of scale drawings showing the a/c in Yugoslav markings. "98th Squadron" 6 pages including 8 photos and 4 side-view drawings (Yugoslav F-47, F-84F, J-21, & J-22). "MiG-29" 5 pages including one photo and 2 pages of drawings showing a/c in the new Serbian markings. "Royal Yugoslav AF" 11 pages including 11 photos and 18 side-view drawings (Bleriot XI, REP, Farman F.40, Nieuport XXI, Spad VII, Nieuport XXIV, Breguet 14, Phoenix C.I, Aviatik D.I, Phoenix D.II, HB C.I, Albatros (Oeff) D.III, Dewoitine D.9, Breguet 14, Ikarus IK-02, Rogozarski PVT); drawings have English captions and reference to color schemes described in text by FS595 numbers.

2/95 "Yugoslav DC-3" 12 pages including 19 photos and 2 pages of scale drawings. "Royal Yugoslav AF" 6 pages including 5 photos and 11 side-view drawings (FBA, Fleet 10D, Do-D, Fizir-Jupiter, Do-H, Sim-XII-H, Me-108, Bf-109E, & Hurricane) all

with English captions and color references.

"A new magazine, *Forca Aerea*, is being published by Action Editora in Brazil. Issue #1 covers: 'ALX: Um Novo Guerreiro nos Ceus' special report on the improved version of the EMB312 Tucano, color photos and Xray drawing. 'O Voo do Arara' history of Catalina, white '2', of FAB that sunk the German sub U-199, revised article previously published in *Air Enthusiast* #56 with rare archival photos and color drawings. 'Os Cacadores de Santa Cruz' report about 1 Grupo de Aviacao de Caca with color photos, color side views of three F-5 and a Tucano. 'Top Teams' talks about acrobatic teams of several countries. 'Asas dos Andes' report on the Fuerza Aerea de Chile with color photos. 'Tracker: Novos Rumos para um Velho Guerreiro?', after 34 years in FAB service is it time to retire the Grumman S2 Tracker from action or undertake a modernization program.

"Issue #2 covers: 'Resgate na Selva' recovering the remains of a B-24 that crashed 11 April 1944 in the Amazon rain forest. 'A-I' report on the Embraer A-1 with color shots and a Xray drawing. '1932 A Guerra no Ar' aerial battles in Brazilian sky! Rare archival photos, a map and color side views of Vought O2U-2A Corsair, Curtiss O-1E Falcon, WACO CSO, Potez 25 TOE, Nieuport Delage NiD 72Cl, Savoia Marchetti SM 55A, and Martin PM. 'Operacao Tigre II' aerial exercises of 198th Fighter Squadron of Puerto Rico Air National Guard with some Brazilian Air Force squadrons. Beautiful color shots! 'Esquadrao Corsario' covers the action performed by 2/2 GT, color shots and side view drawings of Boeing 707 (presidential) and KC-137 (tanker). 'Heyl Ha'Avir' report on the Israel Air Force. 'ARAEX 95' Aviacion Naval Argentina uses the Brazilian carrier NaeL Minas Gerais for training. 'Alerta Fomos Atingidos por um Missil' story of HMS Sheffield and the Argentine Etendard that sunk it.

"I've only mentioned the articles that would be of interest to SAFO readers. This is a very colorful and well-printed magazine. Price is US \$4.50 each issue. Anyone interested may contact the publisher: Action Editora Ltda, Avenida das Americas 3333 sala 817, 22631-003 Rio de Janeiro-RJ, Brazil. FAX (021)325-7229."

Sergio Luis dos Santos (SAFCH #1202), Rua Jardim Botânico 647/301, 22470-050, Rio de Janeiro-RJ, Brazil.

"I translated your review of the Uruguayan magazine *AERONATICIAS*, and sent it on to the publisher along with a description of the SAFCH and its purpose. He printed this in the February 1996 issue of *AERONATICIAS*. This issue has the following articles of interest for SAFCH readers: 'Ara que Otros Puedan Vivir' describes the search and rescue missions from the Uruguayan Antarctic Base by the Bell 212 of the Grupo de Aviacion No 5 (Busqueda y Rescate) of the FAU; this unit has been recently renamed Escuadron Aereo No 5 (Helicopteros). 'Escuadrilla Cruz del Sur', describes the famous Argentine Air Force acrobatic team of the early sixties (Sabres F-86F). 'La Pluna que Fue - La Saga de los DC-3 1946-71' is a 17-page article devoted to our flag airline DC-3, C-47, UC-78, and Ryan Navion. 'Primer Yuelo a la Antartica' describes the first flight of an Uruguayan aircraft to our Antarctic Territory in 1984 (FH.227 FAU T-572)."

Eduardo Luzardo (SAFCH #1383), Picardia M.267 S.37, 91001 Barros Blancos R.8 Km.22.500, Uruguay.

# GERMAN ZERSTORERS OVER POLAND

Robert Michulec

At the beginning of the World War II, the Messerschmitt Bf 110 was the most dangerous enemy for every fighter aircraft in Europe except the Spitfire. All other fighters had weak points which put them at a disadvantage in combat with Messerschmitt's "Zerstorer". The Bf 110 was heavy armed and it was fast and maneuverable, but it also had a weak point - the rate of climb. It needed 10 minutes to climb to an altitude of 6000 m. Because of this deficiency and because of inappropriate defence tactics, the Bf 110 suffered heavy losses during the battle of Britain. However, earlier it had taken part in three wars with great success. The first was an air war over Poland in September of 1939.

To challenge the Polish Air Force, the German Command sent five Zerstorer Gruppen consisting of 68 Bf 110C-1s (59 airworthy), 27 Bf 110Bs (23 airworthy), and 76 Bf 109s. (At this time, the whole Luftwaffe had 159 Bf 110Cs and 45 Bs.) These aircraft were used by the following units:

|           |                |           |
|-----------|----------------|-----------|
| I/ZG.1    | Maj. Huth      | Bf 110B/C |
| II/ZG.1   | Maj. Reichardt | Bf 109E   |
| I(Z)/LG.1 | Maj. Grabmann  | Bf 110B/C |
| I/ZG.76   | Hptm. Reinecke | Bf 110B/C |
| I/ZG.2    | Hptm. Gentzen  | Bf 109D   |

The most important combats took place near the Polish capital city which was the nerve center of the Polish Army. Also in Warsaw were military units and installations including, for example, AA batteries which defended the important bridges over the Vistula river. To the defence of this city was added, in 1939, the Pursuit Brigade commanded by plk. S. Pawlikowski. This unit was composed of five squadrons which were equipped with 54 PZL P-11a, P-11c, and PZL-7a fighters. Only 25 of the PZLs had radios, and only 6 were armed with the maximum of 4 machine guns. These aircraft were old, but there were two worse problems: the lack of a logistic base and the inadequate training of the pilots (50% of them were directly out of flight school). The Pursuit Brigade was a large unit, but not a very strong one.

The first combat between the Zerstörers and Polish fighters took place on the morning of 1 September 1939 north of Warsaw. Two squadrons (24 Bf 110) from the I(Z)/LG.1, under the command of Maj. Grabmann, were escorting 35 He III from II(K)/LG.1 on a raid to bomb Okęcie airfield near Warsaw. (1) The Zerstörers had taken off at 0805 and had joined with Hptm. Buhowius' bombers over the East Prussian border. As they approached Warsaw, with the bombers were at 3000 m and the heavy fighters at 4000 m, they were met by Polish interceptors. The Polish defenders consisted of 111, 112, 113, 114, 123 Squadrons with 29 PZL-11c, 13 P-11a, and 3 PZL-7a arranged between 3200 and 3300 m.

Both sides noticed the other formation almost at the same moment. Although the Germans had better airplanes and a better tactical position, they could not tie down the whole Polish group and some of the PZLs were able to break through the escorts and attack the German bombers.

The combat, which lasted for about 30 minutes, was costly for both sides. The Poles claimed 8 victories (4 He 111, one Ju 86, one Do 17, one Bf 110, and one unidentified aircraft). Por.

Dudwal claimed the destruction of one Bf 110 and a He 111. (The Messerschmitt he attacked was only lightly damaged, but its pilot, Maj. Grabmann, was wounded.) Ppor. Palusinski, the first Polish pilot wounded in WWII, reports on this combat, made a few months apart, differed slightly in detail. In the first he wrote that he defeated a whole squadron of bombers and shot down 1 or 2 He 111. In his second report he said it was 1 to 3 Do 17 (2). The Germans were more moderated in their claims. The fighter pilots claimed one victory and the bomber gunners claimed two others. The Poles reported the loss of 3 PZLs, but 20 others were damaged with about 50% of these so badly damaged that they were never repaired. The one certain German victor was by Fw. Schob; his victim was probably ppor. Szmejl. The Polish combat reports make it probable that 2 other Polish fighters were shot down.

In the afternoon of the same day, the Germans attacked again, but this time with a stronger force of 60 He 111P of KG.27, under the command of Hptm. Behrens, 24 Bf 110 of I(Z)/LG.1 with Hptm. Schleif as the commander, and about 27 Bf 109D of I/JG.21 lead by Maj. Mettig. The bombers were arranged into three 18-aircraft groups at the 3000 to 3600 m, with the light fighters were at about 3500 m and the heavy fighters at 5000 m. They were met by 35 Polish fighters of the Pursuit Brigade and 152 squadron at almost the same place of the morning encounter. The Poles initiated the battle in three separate and not well-coordinated attacks. The first group consisted of 20 PZL P-11s of 111/1 and IV/1 Regiments; the second 9 PZL P-7s of 123 squadron, and the third 6 PZL P-11s of 152 squadron. This indifferent arrangement permitted the Germans to put up a deadly defense.

After the battle, which took over 30 minutes, the Polish defenders returned to their airfields claiming a great victory. They said they had thrown the German group into disarray and frustrated the bombing of Warsaw. This was not true; the He 111s had divided into three groups to bomb the three of Warsaw's airfields - Okęcie (which wasn't destroyed during the morning raid), Gocław, and Mokotów. The victory claims by the Poles were equally incorrect; 6 bombers and 4 Bf 109s shot down. Only one of these claims, a Bf 109 by pchr. Radomski, was supported by Polish witnesses. However, I/JG.21 had no losses this day. From the Heinkel bombers, only about 3 or 4 were shot down.

For these victories, the Poles paid a heavy price. They lost 10 fighters and 8 pilots, including 2 killed. Three of these Polish fighters were destroyed by the pilots of I/JG.21 including one by the famous ace G. Rodel. One reason for the success of the Zerstörer was that the inexperienced pilots of 123 Squadron focus their attention on their targets and they didn't look back and they were "hammered" by Schleif's Bf 110s which fell on the 9 PZLs from the sun and shot at them from a range of tens meters. From the first "V" formation, the commander of the squadron, kpt. Olszewski, was shot down. Almost the whole second formation was annihilated by Gefr. Warrelman who, in three minutes, shot down ppor. Szyszek and pchr. Czernastek. The third pilot in this "V", pchr. Danek, escaped to attacked a Bf 110 which was identified by him as a Do 17. He didn't look back and he was shot down without any problem. It was the same



for por. Gabszewicz of IV/1's staff; he was "enjoying oneself" with one of the Bf 110s when he was attacked from behind by Hptm. Schleif and shot down from a range of 80 m. Two other PZLs of the commander's formation were badly shot up and they further damaged their planes on landing. Both aircraft were never repaired. On their return to East Prussia, the Zerstorers pilots claimed 5 victories, but they had actually destroyed 7 PZLs.

For the very long time, it has been believed that this combat saw the first use of a ram attack in WWII. This attack is said to have been carried out by pplk. Pamula, but in his combat report he only mentioned being shot down in a fight with a pair of Bf 109s.

In these two air battles, the Poles claimed 18 victories of which 16 were assessed as official "kills". Polish fighter units lost 17 PZLs plus 7 other that were never repaired and 12 pilots (3 killed and 9 wounded). Among the pilots lost were 4 commanding officers. In their official communication, the Germans admitted the loss of 14 airplanes (these are losses in battles over both Warsaw and in the area to the north the city) and claimed to have shot down 9 Polish aircraft. Polish HQ claimed that the Poles shot down 16 airplanes (in the area of Warsaw only) with the loss of 2 aircraft.

The next heavy fighting took place in the Lodz area, where 8 PZLs of 161 and 162 Squadrons of 111/6 tried to intercept a German bomber group but were attacked by the first squadron of I/ZG.76. During this combat, the Poles were reinforced by 3 PZLs of 161 Squadron, under a command of ppor. Koc. Also trying to join the melee was ppor. Dzwonek with 3 PZLs, but his formation was attacked by a part of the second squadron of I/ZG.76. In his first pass, Obltn. Negel hit one PZL killing its pilot, pchr. Kramarski. Another German shot at Dzwonek, wound him slightly. Dzwonek was able to join the combat and he shot down one of Bf 110s. Soon he was in Ltn. Lent's sights and he was shot down. These two victories were the only ones which German scored in this fight and they had to pay with the loss of 3 Bf 110s! The first was shot down by ppor. Koc and third by kpr. Malinowski from 162 Squadron which was still flying PZL P-7a fighters. It was probably the greatest success of Polish fighters in this war.

The next battles between Zerstorers and Polish fighters were again in the Warsaw area. On 3 September, in two separate fights I(Z)/LG.1 shot down 4 Polish PZLs for the loss of 2 Bf 110s. Both combats are quite interesting because of the different attitudes of the Polish pilots. In the first combat, the Poles fought well, but the commander of III/1 Regiment, kpt. Krasnodebski, made a stupid mistake by trying to shoot down a Bf 110 in a head-on attack! Of course, he was shot down in flames and badly burned. In this combat, one Bf 110 was shot down by por. Januszewicz. In the second fight, 3 Poles didn't look back and were shot down in the twinkling of an eye from the range of a few meters (the Poles even heard enemies shots!). In these combats, the Germans claimed 5 victories, but they actually shot down 4 fighters. The Poles claimed 4 Zerstorers, but they destroyed only one. One of the two Messerschmitts lost this day, which was credited to kpr. Karubin, was in fact damaged by AA fire over Warsaw and force landed near Wyszki. The crew, Uffz. Lindemann and Uffz. Radeck, escaped to the nearest forest and, after a few days, they safely reached German positions.

Two days later, the Poles again got surprise from the ubiquitous Bf 110s of I(Z)/LG.1. During a short clash about 1400 or

1500 hours, on 5 September, between a squadron of Bf 110 and 5 PZLs of 112 Squadron, the Poles lost all 5 aircraft and claimed 2 of the enemy heavy fighters. One of the German victors was Fw. Schob who probably shot down pchr. Nowakowski.

On the same day, I/ZG.76 had its greatest success. Crews from this unit claimed 8 victories in 3 missions, most of them during first, morning flight. The first kill was obtained by Lt. Graerr who destroyed a Fokker IX of 11 Bomber Squadron. The commander of 12 Bomber Squadron, Kpt. Balinski, who was killed in this attack. Then the Germans attacked the airfield of the X Bomber Regiment claiming 2 Fokkers destroyed on the ground. In fact, they had finished off a slightly-damaged PZL P-37 Los of this regiment. A few minutes later, Oblt. Falcke attacked a formation of 3 Polish PZL P-23 Karas of the 32 Reconnaissance Squadron claiming the destruction of all three. They actually shot down two; the first (piloted by kpr. Rojak) was destroyed by Falcke and second (piloted by kpr. Westfal) was destroyed by Lt. Fahlousen.

The next and the last big success of twin-engine fighters was on 7 September, about 1600 hours, when the Bf 110s of I/ZG.1 caught 3 PZL P-37s of 16 Bomber Squadron near Wolomin and shot down all three in a short combat with the loss of one Bf 110. One of the Germans victors in this combat was Viktor Molders.

The OKW's communication for this day reported 15 Polish aircraft destroyed, so it is clear that most of them were victims of Zerstorers crews. The Germans lost 7 planes, although the Pursuit Brigade alone claimed 9 victories.

Oblt. Falcke is credited the last two aerial victories of I/ZG.76 in this war. On 11 September, he destroyed two aircraft. The first was a Fokker IX from 64 Bomber Squadron (piloted by plut. Kula) and the second was a RWD 14 Czapla of 53 Reconnaissance Squadron (piloted by Waszkiewicz). He also shot at another Fokker IX of 65 Bomber Squadron, but thought that he missed it. In fact, this airplane, piloted by kpr. Nowakowski, was damaged and it crashed during force landing.

It is impossible to write about the air war over Poland and not discuss reports of German attacks on aircrew who parachuted from their damaged aircraft. German airmen were known as "air pirates" who routinely shot at defeated opponents descending defenselessly in parachutes. A more careful reading of the records makes it worth discussing if this might be a myth fostered by the shock of losing the war. The first victim of these supposed "air pirates" was ppor. Szyszko, who was shot down, along with his wingman, pchr. Czternastek, by Gefr. Warelmann.

While it is probable that, after his success, Warelmann flew around these two Polish pilots to torment them with the wake generated by his Bf 110, the evidence is not conclusive that shot at Szyszko. The reason for this conclusion are: (a) Polish historians write that Szyszko was hit by from 14 to 17 bullets; it seems impossible for anyone to survive when he is hit by 17 bullets. (b) There are no official documents which tell us that Szyszko was hit by bullets. To the contrary, Skalski's memoirs recount that Szyszko wounds were mostly splinters. (c) There are no witnesses who actually saw Warelmann shoot at Szyszko. There are only the memories of pilots who recall that someone saw the shooting. (d) It is said that there were also attacks on Pamula, Danek and Piotrowski. All were shot down on the first afternoon but none of them were wounded.

A reasonable conclusion is that, as Szyszko was being brought to a doctor on an airfield, other pilots saw him and

We must remember that in the heat of battle anything is possible. The shooting of Polish or German airmen (5) or even the accidental ramming of a German parachutist by a Polish fighter (an actual event). However, the most dangerous thing for downed airmen on both sides were the Polish villagers who were likely to kill anyone, enemy or friend, who fell from the sky.

During the September Campaign, German fighters shot down about 130 Polish airplanes for the loss of 81 Messerschmitts many of which were shot down by Polish AA fire. Polish fighters claimed 40 victories over enemy fighter planes including 14 Bf 110s. in fact, the Luftwaffe lost 12 of these twin engine aircraft, 50% of them due the AA fire. Zerstoror units claimed about half of the whole German aerial victories. The two highest scoring units were I(Z)/LG.1 which was credited with 30 kills and I/ZG.76 which had 20 kills. During about two weeks of fighting, Zerstorers achieved a 10:1 ratio of kills to losses, possibly one of the best in history of air combat.

[illegible]

Eduard's 1/48-sale kits of WWI a/c have set the standard for this category ever since they were introduced several years ago. However, as those who have followed my reviews of these kits might have noticed, I have always been disappointed by the quality of plastic moldings. I don't know if it is my imagination (I don't have any of their previous kits left to compare to), but the Eduard kit of the Albatros D.V appears to have greatly improved plastic parts. The surface detail is cleaner than I remember, the gates are thinner, and there is absolutely no flash. Even without the usual Eduard 'heavy metal' this would make into an attractive D.V.

The cast-metal engine consists of 4 parts: the crankcase/cylinders, valve covers, oil pump, and intake manifold. The exhaust manifold is provided in plastic. Two etched-metal frets provided the where-with-all to do an interior complete with all the instruments, dials, and switches. As an indication of how spoiled I have become, I was disappointed to see the structure on the walls of the cockpit molded into the fuselage halves instead of being provided as etched-brass parts. Each machine gun consists of 7 parts and the etching on the wing-mounted radiator is particularly impressive. The 4-page instruction sheet is extremely well done and, after careful reading, should allow for a fairly care-free construction. Alternate propellers (2) and spinner are provided for a D.Va.

white tail assembly, light blue under surfaces, and green and maroon camouflage on the upper surfaces of the wings. (2) A D.Va of van Hoppel (alternate propellers and spinner are provided for the D.Va) with a silver fuselage with a black lightning flash, red spinner, green tail assembly with red edges, blue under surfaces, and green and maroon upper surfaces of the wings. If I am a little vague on the names of the colors, it is because the sole information on painting is the full-color drawings on the "Marking & Painting Guide". A serious omission from this sheet is any indication of the camouflage pattern on the upper surface of the lower wing.

The Albatros D.V is another excellent kit that will further enhance the reputation of Eduard. It is highly recommended to anyone building a collection of 1/48-scale WWI a/c.

Review kit provided by Eduard via WWI Aero.

It has been a long time since I have had the privilege of reviewing a kit from Skybirds '86, so I am happy to report that their Lloyd C.V is a real show stopper. First of all, the Lloyd C.V is a very attractive aircraft with its bird-like wing planform, avian horizontal tail, and uniquely-shaped rudder. The overall appearance is one of great fragility which is well captured by the Skybirds kit.

17. The Polish pilots probably mis-identified Bf 110s as Do 17s. In different publications, authors report different size formations, e.g. 80 bombers with fighter cover or 80 aircraft in all.

(2) The Polish Air Force did not differentiate between confirmed and probable victories. Pilot wrote that an enemy airplane fell down, and later it was registered as "shot down" or "damage". Of course, if the pilot was sure, he wrote that he shot something down or only damaged it.

(3) German fighter cover came on to the "battlefield" a few seconds later.

(4) Gabszewicz wrote two versions of his experiences on the first day of war, but in only one of them (his second) did he maintain that he was attacked by German aircraft.

(5) The Germans also were afraid that Polish fighters would shoot at their parachutists. For example, Uffz. Lindemann stayed over Warsaw alone to cover his friend against attacks by Polish fighters.

1. J. Pawlak, "Polskie eskadry w wojnie obronnej 1939"
2. J. Pawlak, "Brygada Pociągowa - Alarm!"
3. J. Cynk, "Samolot bombowy PZL P-37 Los
4. J. Cynk, "Sily lotnicze Polski i Niemiec, 1939
5. A van Ishoven, "Messerschmitt Bf 110 at War"
6. J. L. Campbell, "Messerschmitt Bf 110 in Action
7. Nauroth/Held, "Messerschmitt Bf 110 an allen fronten 1939-45"
8. J. Scutts, "Luftwaffe Fighter Units, Europe 1939-41"
9. "Air International", 3-part article about the Bf 110
10. A. Kurowski, "Lotnictwo Polskie 1939"
11. A. Kurowski, "Bijcie sie z nami Messerschmitty"
12. A. Bekker, "Angriffshöhe 4000"

Robert Michulec (SAFCH #1176), ul. Gniewska 17/81, 81-047 Gdynia, Poland.

The etched-brass fret provides a cockpit interior that should, if properly constructed, fit right into the fuselage. White-metal cast parts are provided for the engine (superbly molded with the intake manifold molded in place but standing away from the cylinder heads - how did they do that?). Other metal parts include top forward fuselage, and alternative enclosed-engine cowling (who would want to hide that beautiful engine?), propeller, pilots seat, wheel hubs (the wheels are rubber), machine guns, etc. totaling 14 parts not counting the 6 separate exhaust stubs. The molding is consistently outstanding and I am particular impressed with the shape and twist of the propeller blades. Besides the interior, the brass fret provides parts for the complicated ring for the observer's machine gun. Four lengths of Strutz streamlined wires (along with their generic instruction sheet) are provided for making the struts and rigging.

A sheet of 1/72-scale drawings show the color schemes for three a/c: (1) '46.30' with a fully-cowled engine and a overall high-gloss varnished wood finish with grey metal panels and natural fabric control surfaces. (2) '82.10' in a similar finish, but with an uncowled engine. (3) '46.30' with an enclosed engine and same finish as above except for all upper surfaces in 'autumn leaf' camouflage. Two decals sheets are provided: one contains the Austro-Hungarian crosses and serial numbers, and the other (20 cm by 6 cm) provides the 'autumn leaf' pattern. This latter sheet is provided to Skybirds by Americal Gryphon.

Now comes my only complaint about the otherwise superb kit. The instruction sheet is entirely narrative; there are no drawings showing where anything goes. While the written instruction seems complete and detailed enough to allow accurate construction, I would feel much more comfortable if there were a few drawings.

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produced; certainly on a par with the kits from Eduard and Atelier Noix. However, because of the lack of construction drawings, and the variety of media employed, this kit is recommended only for modeler with experience in working with resin, brass, and white metal.

Review kit provided by Eduard via WWI Aero.

Huma Modell continues their series of WWII German prototypes with a pair of unusual a/c. Anyone familiar with the recently releases by Huma will not be surprised by the high quality of these kits. Molded in their usual light-tan plastic, the parts are flash free with narrow gates and beautifully inscribed panel lines. The spure of ultra-finely molded parts, mostly for interior details, appears to have become a permanent addition to new Huma kits; the quality of these tiny moldings has to be seen to be appreciate. Transparencies are, as always, thin and clear. Decals are minimal, as befits prototype a/c, but adequate. The instruction sheets, always a Huma strong point, are excellent with a short history (in 4 languages), a diagram of the location of the parts on the sprue(s), an exploded,

step-by-step construction sequence, and full-color 3-view (split plan view) drawing of the color scheme.

**Me 209 V5**, 1/72-scale injection-molded kit. Huma Modell, Kilianstadter Strasse 9, D-63454 Hanau, Germany.

Designed as a replacement for the Bf 109, the Me 209 V5 was a modified 109G with an airframe commonality of about 65%. However, its overall appearance was significantly altered by the installation of an annular radiator in the nose, a wide-track inward-retracting undercarriage, and a new tail assembly. Although the performance of the 209 was said to be as good as that of the Ta 152, development was terminated in favor of the Me 262.

The Huma kit of the Me 209 is molded on one sprue of plastic with 47 parts. One problem I noticed is that the spinner is much smaller than shown the 1/72-scale drawings. If research shows that the drawings are correct, this is easy to fix. The small (2 cm by 6 cm) sprue of finely-molded parts provides the rudder pedals, control stick, trim wheels, anten-

na, retracting struts and torque links for the landing gear, and the barrels for the pod-mounted cannon. Decals are provided for 'SP + LJ' which was finished in grau RLM 74 and schwarz RLM 22 mottled upper surfaces and blau RLM 76 under surfaces.

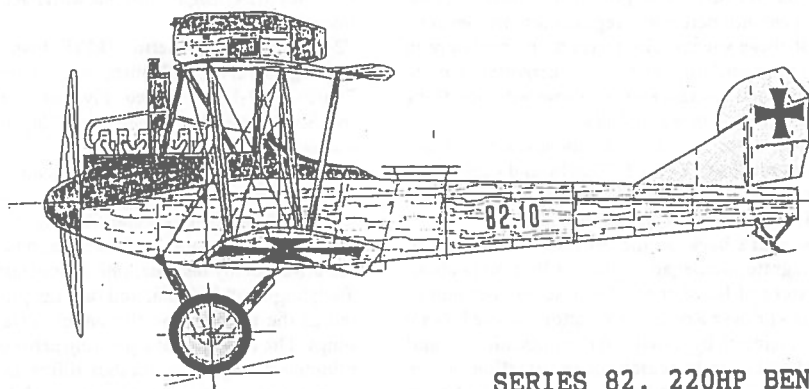
**Ju 287 V1**, 1/72-scale injection-molded kit. Huma Modell, Kilianstadter Strasse 9, D-63454 Hanau, Germany.

The Ju 287 was a four-jet bomber with a most unusual appearance: The wings are forward swept and, while two of the jet engines are on pods under the wings, the other two are mounted on either side of the nose. The large, spatted, fixed tricycle landing gear with twin nose wheels and large tail wheel (you might call it a quintacycle) added to the unusual appearance. To reduce development time the fuselage was modified from production He 177, so this is a rather large model.

The Huma kit consists of three large sprues containing a over 100 parts. The small (6 cm by 7 cm) sprue of finely-molded parts allow the construction of a detailed interior which will readily visible through the thin, clear transparencies of the extensive cockpit glazing. Decals are provided for 'RS + RA' in a simple grun RLM 71 over blau RLM 65 color scheme.

The Huma Modell kit of the Ju 287 should be a lot of fun to build and just challenging enough to keep your interest from flagging. Besides being a real attention grabber at any gathering of modelers, the finished model will be equally at home in both a contest for prototype aircraft or the ugliest aircraft competition.

**STOP THE PRESSES!** (and other such newspaper talk.) Every five years, or so, along comes a kit that causes us to look anew at our hobby. I may have just received such a kit from Ukraine: A 1/72-scale LaGG-3 from a new company called MC. I'll let you know if my initial impressions holds up after I build the kit. Listed on the box art, for future release, are the Yak-9, Tu-2, & I-15bis.



SERIES 82. 220HP BENZ

#### -accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-

**Strutz**, Streamlined metal wire for struts. Skybirds '86, Orchard House, Chetnole, Dorset, DT9 6PE, England.

Articles in modelling magazines from England frequently refer to the use of "Strutz" in making struts and landing gear for models of WWI a/c, but, until now, I have not seen this material. The Strutz package consists of fourteen wires each 21-cm long: 12 are "streamlined" brass wire, in six sizes, color coded by size (with suggested drill sizes ranging from #60 to #78), a silver wire is describes as being for "tailplane bracing and control horns", and a copper wire is for making "water, fuel, and oil pipes". The wire do not appear to be "streamlined" (e.g. tear-dropped shaped), but they are elongated ovals and will definitely make more realist struts that either round wire or etched-brass struts with their rectangular cross sections. The Strutz wire is annealed so it should bend without springback or cracking. The instructions are quite comprehensive, but intimidating. To paraphrase: Struts are cut about 0.5 inches longer than the gap between the wings, the ends are then filed to a taper like the real strut where it attaches to the wing, and the excess material filed to a square cross section of approximately the thickness of the wire. The square ends are then pushed through holes drilled in the

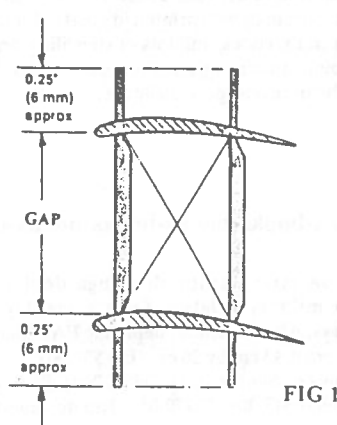


FIG 1

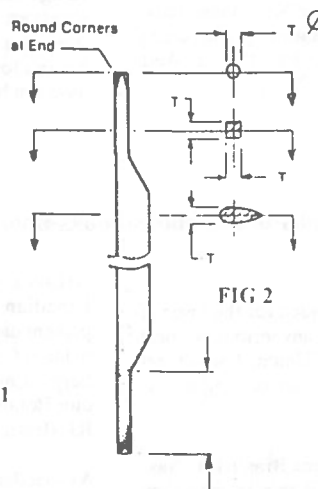


FIG 2

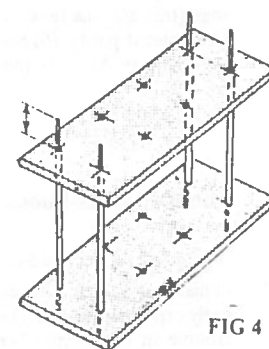


FIG 4

wings; the wings are then aligned and the struts superglued into position. The excess wire is then filed down to the surface of the wing and any gaps filled. Don't let this description scare you, it's actually harder to do than to describe.

The above attempt at humor is a case of "whistling while waking by the graveyard at night", and I really

look forward to trying this material on my next biplane. Strutz is available only from Skybirds, so, for prices and information, send 2 IRC's to the address above. Review sample provided by Skybirds via WWI Aero.





# MEXICAN PILOTS AT NAS NORTH ISLAND

Santiago A. Flores

On 28 May 1942, the Republic of Mexico under the leadership of President General de Division Manuel Avila Camacho (1897-1955) declared war on the Axis Powers. This action was precipitated by the sinking of Mexican merchant and tanker ships by German U-boats off the Atlantic coast and in the Gulf of Mexico. After Mexico had declared war, Mexican military personnel were sent to the United States to study at American Army and Naval facilities. One such group was assigned to train on US Navy Douglas SBD Dauntless dive bombers.

This group consisted of seven pilots from Mexico's 2nd Military Zone at El Cipres, Ensenada, Baja California, and was lead by Capt. P.A. Carlos Cervantes Perez. They arrived at NAS North Island on 16 February 1944 and were put under the command of Lt.Col. Michael Sampas, USMC. Lt.Col. Sampas, a veteran of MAG23 and the Guadacanal campaign (1), was serving in the Plans and Intelligence Department at NAVPAC. The Mexican pilots were organized as a squadron, with their own hangar and flight line. Maintenance support was provided by US Navy mechanics. This squadron was equipped with 8 Douglas SBDs (possibly SBD5 models) of which seven were operational while one was held in reserve. These planes, possibly due for political reasons, were painted in Mexican Air Force (Fuerza Aerea Mexicana) markings.

Known as the "Mexican Squadron" or "Grupo Aereo Mexicano" the graduates of this program were expected to train new Mexican pilots and ground personnel in the use of the Douglas dive-bomber. The choice of the Dauntless was a natural one since Mexico had been operating the Army version, the A24B, since 1943 and would eventually receive 30 A24Bs under lendlease. Lt.Col. Sampas developed a six-month, Navy-style training program and managed to get a US Navy dive-bomber pilot (2) to help train the Mexicans. As reported in the local press, the mission of the Mexican pilots was: "...observing the latest development in combat training as practiced by the US Navy Air Arm. At the controls of new Douglas dive bombers and other combat-type planes, the neighbor country pilots will participate in routine tactical exercises used by the US Navy in operational and combat flying. When they have completed their mission, the Mexican airman plan to return to Mexico to disseminate their newly-gained technical knowledge among officer and men of the Mexican Air Force."

On 29 March 1944, the local press announced the arrival of Coronel (Colonel) P.A. Antonio Cardenas Rodriguez (1903-1969). Col. Cardenas was a veteran flyer who had won his wings in 1927 and had participated in the military campaigns against the Cristero rebels in 1927, the Escobar rebellion 1928-1929, and the Cedillo rebellion of 1938. From 27 June to 13 September 1940, he and radio operator Luis Cuevas Medina made a goodwill flight to Latin America flying a Lockheed Model 12A Electra Junior, the "Presidente Carranza". In May 1943, as part of a Mexican military mission to North Africa, he saw combat duty while assigned to the 97th (Heavy) Bomb Group (Boeing B-17s) attacking targets in Sicily and Italy.

The Mexican group undertook active flight training from 15 April to 2 July 1944, practicing dive bombing and strafing targets in American and Mexican waters. On occasions, they flew joint missions with US Navy units. For example, on 30 May, Mexican

pilots flew two training missions: one with VC21 to bomb targets at Otay Mesa and the other when Mexican SBDs, 'C-48' flown by Col. Cardenas and 'C-47' flown by Capt. Cervantes accompanied six Curtiss SB2C Helldivers of VB-84. On other occasions, training missions were flown down to the Mexican Air Force base at El Cipres, Ensenada, Baja California. For example, the unit diary noted: "5 May 1944, 0900 hrs, departure to Cipres BC. Col. Cardenas w/obs. Tte. Cal y Mayor in 'C-47', Capt. Cervantes w/obs. Tte. Garduno in 'C-48', and Tte. Ramirez w/obs. Sub Tte. Salido in 'C-43'. Returned at 1745 hrs." And, "2 June 1944, 1215 hrs, departure to aviation field Cipres B.C., demonstration of simulated strafing. Capt. Cervantes in 'C-47' and Tte. Hernandez in 'C-48', they returned at 1615 hours."

The last training flight occurred on 2 July 1944, at which time the Mexican government decided to send a Mexican Air Force unit overseas for combat. The Mexican pilots at North Island were selected to join this force and they were flown back to Mexico City in a Mexican Air Force Lockheed C60 transport. Of the eight pilots, seven were selected to form part the "Grupo de Perfeccionamiento Aeronautico" of the 201st Mexican Fighter Squadron under the command of Col. Cardenas. After training in the USA, this group would become the Mexican Expeditionary Air Force (Fuerza Aerea Expedicionaria Mexicana) and they would fight in the Philippines from April to November 1945. Of the San Diego-trained pilots, Sub Tte. P.A. Crisoforo Salido Grijalva was killed on 23 January 1945 at Majors Field, Texas, in a flying accident. While in the Philippines, Tte. P.A. Carlos Garduno nearly lost his life on 17 June 1945 when, because of engine failure, he aborted his mission on takeoff and his P-47, loaded with two 1000 lb bombs, hit a ditch. His aircraft was destroyed, but Tte. Garduno escaped with burns from which he recovered to continue flying missions. Other pilots survived crashes in the war-weary P-47s issued to the unit at the beginning of their stay in the Philippines. For example, on 21 May 1945, another San Diego-trained pilot, Tte. P.A. Graco Ramirez Garrido, suffered a force landing near Laogag, Luzon, because of engine failure.

After serving as Commander of the Expeditionary Force, Col. Cardenas was promoted to the rank of Brigadier General and commanded the Mexican Air Force from 1946 to 1952. Other pilots reaching high rank included: Tte. P.A. Fernando Hernandez Vega (1914-1988) who reached the rank of General de Division and became the first Mexican military pilot to fly a jet fighter and he was responsible for bringing the first operational jet fighters into the Mexican Air Force. He also is considered to have accumulated the most flight time of any pilot in the Mexican Air Force. (3)

## MEXICAN PILOTS ASSIGNED TO NAVAL AIR STATION NORTH ISLAND, SAN DIEGO, CALIFORNIA, USA 1944

| Rank/Name                                | Home Town             |
|--|-----------------------|
| Col. P.A. Antonio Cardenas Rodriguez (1) | Saltillo, Sinaloa     |
| Capt. P.A. Carlos Cervantes Perez        | Aguascaliente, Aguasc |
| Tte. P.A. Fernando Hernandez Vega (2)    | Guadalajara, Jalisco  |
| Tte. P.A. Carlos Garduno Nunez (2)       | Mexico City           |
| Tte. P.A. Graco Ramirez Garrido (2)      | Merida, Yucatan       |
| Sub Tte. P.A. Julio Cal y Mayor Sauz (2) | Cintolapa, Chiapas    |
| Sub Tte. P.A. Jacobo Estrada Luna (2)(4) | Monterrey, Nuevo Leon |

- (1) Commanding officer of the Mexican Expeditionary Air Force.
- (2) Flew combat missions in the 201st Fighter Squadron, MEAF, Philippines 1945.
- (3) Killed in flying accident, 23 January 1945 at Majors Field, Texas.
- (4) Killed in flying accident in Mexico, 7 March 1955.

#### FOOTNOTES:

1. Major Michael Sampas flew a Grumman F4F-7 photo plane in daring low-level photo recon flights over enemy positions on Guadacanal from 19 Oct. to 1 Nov. 1942. Major Sampas was commended for his actions in rescue operations during which, in a three and a half month period, he rescued 39 pilots, 61 crewmen, and evacuated 237 other. ("History of Marine Corps Aviation World War II" by Robert Sherrod; "The First Team and the Guadacanal Campaign: Naval Fighter Combat from August to November 1942" by John B. Lundstrom.
2. It is possible that this pilot was Capt. J. Perry (USN) chief of Staff and aid to the Commander of US Navy West Coast aircraft. (The San Diego Tribune, Sunday Feb. 167, 1944.)
3. Other notable pilots from the group include: Col. Carlos Nunez who was the presidential pilot for Adolfo Lopez Mateos; Jacobo Estrada Luna who was one of the first group of presidential pilots during the government of Miguel Aleman, Sub.Tte. Cal y Mayor who was the personal pilot of the Secretary of National Defense during the 1970's and who retired from the Mexican Air Force with the rank of General de Grupo FAPA. ("Historia Grafica de la Fuerza Aerea Mexicana" by Hector Davila, Comejo, Mexico 1995).

#### SOURCES AND REFERENCES:

1. Cardenas Rodriguez, Antonio. "Mis Dos Misiones", Mexico City 1949.
2. Flying, December 1944.
3. "El Heraldo de Baja California", 3 January 1944.
4. "El Heraldo de Baja California", 17 February 1944.
5. "Mexican Airman Here to Command Squadron", San Diego Union, 29 March 1944.
6. "Mexican Fliers Here to Take Navy Training", San Diego Union, 17 February 1944.

7. Sampas, Michael Col., USMC (ret). Interview with author, 10 October 1991.
8. Sandoval Castarrica, Enrique. "Historia Oficial de la Fuerza Aerea Expedicionaria Mexicana", Mexico City, Secretaria de la Defensa Nacional, 1946.
9. "Seven Mexican Airmen Assigned to Observe Latest in Combat Training Operations of U.S.Navy Squadrons", San Diego Tribune, 16 February 1944.
10. Personal Paper of Gral. de Div. FAPADEMA Fernando Hernandez Vega provided by his family to author, February 1995, Mexico City.

#### PHOTO CAPTIONS

Photos on page 36. All photos via author.

- a. Mexican pilots and politicians before the group's Douglas SBD Dauntless dive bombers painted in Mexican Air Force markings at NAS San Diego, California. From left to right: Sub Tte. Crisoforo Salido; Sr. Roberto G. Hernandez, Dept. of Treasury of the Distrito Federal; Sub Tte. Jacobo Estrada Luna; Sr. Eliseo Russek, Mexican consul in San Diego; Tte. Graco Ramirez Garrido; Sr. Leopoldo Hernandez; Tte. F. Hernandez Vega; Sr. Alfonso Hernandez; Capt. Carlos Cervantes Perez; Sr. Ramon G. Bonfil; Col. Antonio Cardenas; Sr. Manuel Moreno Sanchez; Tte. Carlos Garduno; Sr. Roberto Urrea, Mexican Consul in Los Angeles; and Tte. Julio Cal y Mayor. (Familia F. Hernandez Vega)
- b. A group shot of the Mexican pilots with their organizer and liaison officer from left to right: Sub Tte. Jacobo Estrada Luna; Sub Tte. Crisoforo Salido; Tte. Carlos Garduno; Capt. Carlos Cervantes Perez; Col. Michael A. Sampas, USMC; Tte. F. Hernandez Vega; Tte. Graco Ramirez Garrido; and Tte. Julio Cal y Mayor. (Col. Carlos Garduno Nunez)
- c. Under the nose of the new Douglas dive bomber (SBD) Mexican Air Force pilots discuss the latest developments in combat training with Capt. J. Perry, USN, chief of staff and aid to the Commander of the US Navy West Coast Aircraft, NAS San Diego, California, circa 1944. (Col. Carlos Garduno Nunez).
- d. The seven Mexican pilots posing by the fuselage of one their Douglas SBD dive bombers, showing the Mexican Air Force insignia painted on the fuselage and rudder. (Col. Carlos Garduno Nunez).

Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA, 92143-0910, USA.

#### -letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"Further on the Spitfire floatplane issues raised in your review of the PM kit (SAFO #77): I have not seen the kit, but had suspected that it was a straightforward mod of their earlier Spitfire V, tropical filter and all. William Green's 'War Planes of the Second World War Vol. Six, Floatplanes' states that 'the carburetor intake (was) extended forward to avoid the entry of water spray'. The accompanying photo of W3760 clearly shows this to be a rather unique nose contour, definitely not a full tropical filter. The extended fin and cannon were also present at the time of this photograph. Green also mentions that the float Spitfire idea originated in April 1940, the intent being to fit a Spitfire II with Blackburn Shark floats. That conversion was not completed, the floats being thought to be too heavy and unwieldy for the Spitfire, and giving rise to the project's unofficial nickname of 'Narvik Nightmare!' (Thirty plus years after buying them, I'm amazed at how frequently I refer to Green's ten little volumes as a basic reference. Too bad he has never gone back to continue the series.) 'The August 1994 issue of 'AIR International', their 'Fighter A to Z' feature has a great action photo of EP754 at speed on the water. Its configuration is exactly the same as that of the prototype as pictured in Green's book. The article states that all three Mark V conversions were based on the Great Bitter Lake (then in the Suez Canal Zone) in late 1943, though they saw no operational service. The undersurfaces of this aircraft appear very light in color: a trick of the film used or the lighting, or evidence of a modified desert scheme (light blue?) that you mention in the kit review?"

"As nice as a Spit on floats would look, perhaps next to my Yugoslav Mark V, I think I'll pass on this kit;

even though Squadron's latest (May update) price is just \$4.99. There are just too many problems with both the basic outline of the model and the color schemes, as you bring out in the review. I can imagine Pegasus or Merlin coming out with a really well-researched kit of either the Mark V or the Mark IX, so I'll hope for that. But issues like this make the modeling hobby both fun and frustrating, and look at us; we're not even dealing with a small air force here!

Harold Kruitbosch (SAFCH #1079), 245 River Valley Rd., Stratford, CT 06497, USA.

"I would like to offer a couple of comments on subjects featured in SAFO #77: John MacGregor was looking for decals for a Hungarian Junkers Ju 86. I know of no aftermarket decals, but Testors' 1979 re-boxing of the 1/72 Italeri Ju 86E-2 (kit #874) contains decals for both German and Hungarian examples. The Hungarian aircraft is a Ju 86K finished in a three-tone green, brown, and tan camouflage scheme with the triangular green, white, and red national insignia. The serial is G.213, which would make it one of the three Ju 86s transferred to trainer duties after being taken out of front line service in 1942. It would be interesting to know if this aircraft was later given the white on black crosses.

"I also found your comments on the PM Supermarine Spitfire V floatplane very interesting. When I got the kit, I had exactly the same questions as you about the aircraft's configuration. To give a short answer, W3760 went through a dizzying array of modifications, but for a short time at least, had the combination of large tropical filter with standard fin, as provided in the kit. Two pictures on page 194

of Alfred Price's 'The Spitfire Story' show W3760 during initial flight trials in October 1942. Both features are clearly visible, unfortunately in separate photos. Assuming that the caption is correct in stating that the two pictures were taken at the same time, the aircraft appears to have both features.

"The air intake went through three distinct phases. The aircraft originally had a standard European intake, as shown in the picture at the top of page 232 of Price's 'Spitfire: A Complete Fighting History'. It was then fitted with a large tropical filter, as provided in the kit. Finally, it was given a later-style, smaller, tropical filter, as seen in the picture on the bottom of page 232 of the same book. The extended fin was added after initial flight trials, possibly at the same time as the revised tropical filter. A side-view photo that clearly shows the aircraft in its final form is on page 96 of William Green's 'War Planes of the Second World War, Volume Six: Floatplanes'. W3760 was later sent with two other Spitfire floatplanes to North Africa for operational trials. Price's 'Spitfire: A Documentary History' has several excellent photos of aircraft undergoing these trials on pages 116-119. "The color scheme of W3760 during the time period that the aircraft was configured as in the PM kit is less clear. I have little evidence, but I have a couple of conjectures. It seems unlikely that it was in a desert scheme at this stage, because the aircraft as originally delivered to Folland (who did the modifications) did not have a tropical filter. Since it had a standard filter, it was probably painted in standard dark green/ocean grey day fighter upper-surfaces. Folland may have repainted it in dark slate grey/extra dark sea grey (the standard scheme

for floatplanes), but I think desert camouflage can be ruled out at this stage.

"The undersurfaces could have been medium sea grey (standard for day fighters), sky (standard for floatplanes), or yellow (standard for prototypes). I think that yellow is the most likely, because the aircraft clearly displayed the yellow P in a circle of a prototype aircraft. It seems logical that if the aircraft was given a circle P, it would be given full prototype markings. It would have made little sense to give W3760 the P marking and not give it the yellow prototype undersurfaces. A hint that it was unlikely to be sky is that standard floatplanes had no roundels on their lower wings, but W3760 clearly did.

"These are complete conjectures, of course. I would be happy if someone in Britain or elsewhere could prove me wrong by doing some definitive research!"

Robert Allen (SAFCH #1273), 12534 NE 128th Way #E3, Kirkland, WA 98034, USA.

"I have just finished digesting SAFO #77, and had just a couple of comments on several items if I may. I am remiss in not having joined the discussion regarding the small air forces use of Klemm Kl 25 aircraft. In Latin America, two nations are known to have used Klemm aircraft and, in both instances, there were almost certainly Kl 25s. The first was Peru, which had at least one circa 24 September 1930. It has been variously reported as having had both a 40-hp Salmson and (as of September 1930) a 100-hp Siemens engine. It was last reported in service in 1931, but may have soldiered on beyond this date. Bolivia also had three Kl 25s commencing circa about 19 October 1936, and these are detailed in Tony Sapienzas and my new book 'Aircraft of the Chaco War', which I am proud to report has been accepted for publication by the Schiffer Publishing Co. I regret that I do not have the release date as of yet.

"On page 32, in the letter regarding the Uruguayan IMAM (S.A. Industrie Meccaniche e Aeronautiche Meridionali) Ro 37bis aircraft (note no 'dash' between Ro and 37), six were indeed delivered 26 October 1937. However, the drawing he supplied is slightly in error: the diagonal rudder stripe runs downward and to the rear of the rudder from the upper leading edge, just the opposite of how he shows it. I have five photos that show this positively. I must say that I am rather doubtful of the red engine cowling suggested in this drawing; all of the photos I have seem to suggest that the cowl was semi-polished natural metal. Expanding on his service comments, at least three Ro 37bis remained in service with Uruguay as late as August 1944. Readers may be interested to recall that Uruguay was not the only Latin American operator of Ro 37 aircraft. Ecuador also acquired at least 10 commencing 17 April 1937.

"Finally, I would like to renew my request for input from readers on my ongoing book-length research on the North American NA16/AT6/SNJ/Harvard series in Latin American service. I am particularly in need of 'genuine' Nicaraguan and Peruvian photos."

Dan Hagedorn (SAFCH #394), PO Box 682, Centerville, VA 220200682, USA.

"Following up on things Ethiopian (SAFO #77), an Italian book of the early '80s has a depiction of the 'Weber A VII Ethiopia I' which was the personal aircraft of the Negrus of Ethiopia in 1935. A drawing shows a low-wing, two-seat, open-cockpit monoplane which is light grey overall with the rudder divided horizontally into three equal stripes of

red-yellow-green (from the top). The under surface of the wing displays a similarly-colored flag with the stripes running spanwise and the red forward.

"The text says the aircraft was derived from a German plane designed by Wilhem von Nes, but was built in Ethiopia. It was captured by the Italian at Addis Ababa in May of 1936 and is currently displayed in a Aeronautical Museum at Vigna di Valle, Italy.

Jean-Yves Goffi (SAFCH #427), Residence Val-lon St. Hilaire Bat 6, Rue de la Petite Porte, 76000 Rouen, France.

[Editor's note: An article on the Ethiopia I also appeared in the OFH magazine Nachrichten issue #2 of 1994.]

"SAFO readers interested in Polish Things with Wings might be interested in some recent developments along this arcane topic.

"Wladek Gnys, the Polish pilot who shot down the first German aircraft of the war, is still alive and living up in Canada. Sadly, however, Barbara, his beloved wife and tireless supporter passed away in the summer of 1995. She did manage to leave a legacy behind by updating Wladek's biography, originally published back in the 1980's, entitled, 'First Kill'. The good news is that the book will be published in early 1996 in Polish and a publisher in England is interested in reissuing it in English at some time in the near future. The book will be renamed 'First Encounter', which, in Polish, if the readers will forgive my poor language skills, is 'Pierwsze Spotkanie'. Wladek's son Stefan has been gathering some of the lost photos and intends to add new ones not in the previous printing.

Wladek and Stefan had other interesting tidbits of news. Apparently, a monument of some type was erected in September 1995 in Wladek's honor at the site in Zurada where he shot down the two Dorniers, crediting him with the first kills of the war. Polish authorities bestowed another 'honor' on Wladek by naming a postal route after him, of all things. The funny thing was that the Polish authorities believed he was dead, which was news to Wladek! Wladek apparently decided to call them from the grave and the officials were chagrined and delighted to find out he was still with us. In fact, they notified him that they intend to name a school after him as well during 1996. Wladek has never been back to Poland since he left England for Canada after the war. At the age of 85, he still has brothers and sisters there he would like to see one more time. Truly, the Poles are a tough breed to live so long after suffering so much. Either a local Katowice Chapter of the Polish Air Force Club or an organization with a name something like the Katowice Air Club will help him with transportation. Wladek still suffers from wounds received from being shot down over Normandy in August, 1944. It was a privilege to have coordinated his reunion with his adversary that first day of the war over Poland, Frank Neubert, back in 1989, 50 years after the day they met. Frank, by the way, is also still alive, but ailing in Germany. Wladek and Frank became close friends and still carry on a warm correspondence.

"Most SAFO readers into Polish aviation already know about the PZL P1-P8 Monograph published by Phalanx. The author, Dr. Jan Koniarek, is a friend and colleague of mine who is also responsible for the Squadron Signal book, 'Polish Air Force 1939-1945'. Jan intends for this to be the first of a series dedicated to the history and development of the PZL gull-winged fighters. This is just the beginning of many more works he has planned in the English language. Jan and I live relatively

close by in the New York metro area and collaborate on various ventures. In September 1994, we put on a display at the Polish Cultural Foundation in Clark, New Jersey, in support of the PAFVA Polish Air Force Veterans Association reunion held at a nearby hotel. It was an unparalleled opportunity to meet many of the famous Polish fighter pilots and bomber crews. The exhibit consisted of an excellent mix of artifacts, photos, and memorabilia with models of Polish aircraft built by my brother and me. It was a hell of a weekend for us and I had all of the participants autograph one of Roy Grinnell's 'First Kill' prints as a keepsake. Speaking of the PAFVA, I would like to thank all of the SAFO readers who sent donations to aid in the reconstruction of the Polish Air Force Memorial in Northolt. Your contributions are your legacy in homage to the gallantry and sacrifice of the members of the Polish Air Force

"I would like to clue SAFO readers into some Polish aircraft decals on the horizon in 1996. A North American decal manufacturer, who shall remain nameless for now, will be releasing a sheet with Polish Mustangs on it, including Skalski's Mk.III in his Wing Commander livery and a few 315/316 Squadron birds not done before. These will be issued in both 1/72nd and 1/48th scales. Other subjects include Skalski's Mk.IX Spitfire, 'Polish Fighting Team' desert markings with the correct blue/white codes, rather than the incorrect red seen rendered by others. The Spit markings will only be in 1/72nd scale. This manufacturer has about 70 others planned, many of which may see light of day in 1996! Other small air forces will be covered in the releases. I provided a lot of research for some of these markings and can not wait to see the end product. He approached me last year after seeing my article on 'First Kills Over Poland' in Fine Scale asking for suggestions. It was no doubt it would be Polish subjects. I figured that with the release of both Tamiya's and Accurate Miniatures P-51B's in 1/48th scale and the plethora of 1/72nd scale P-51B's, the markings I picked would have a natural built-in market. Frankly I am tired of Shangri-la, Petty 2nd, and, if I see another rabbit on a Mustang, I'm going to puke.

"Finally, last year I completed a short book on the Polish pilot, Witold Urabnowicz, who is also still alive (he has been reported dead several times, also, especially by the Brits). I hope that I can work out the details with publisher soon and have it out this year. The profile will cover his life and exploits in the Polish Air Force in the several theaters of war he fought in. There will be a few new photos and color profiles in it, as well as some other hobby products associated with the publication. Witold, who was just made a general recently by the Polish Air Force, sat patiently through hours of interviews, which I videotaped. Jerzy Cynk, Dr. Jan Koniarek and others helped with the photos. I hope everyone likes it, if it ever gets published. Michael J. Dobrzelecki (SAFCH #682), 1720 Long Hill Road, Millington, NJ 07946, USA.

"Regarding the letter from John Cochrane in SAFO #76: the Uruguayan insignia (drawing #22) is absolutely wrong. From its first appearance circa 1917 this insignia has remained unchanged to this day. It consist of a circle divided horizontally into three equal parts of blue, white, and blue crossed by a red diagonal of equal size. (However, circa 1942, some AT-6 had a thin red diagonal. This insignia is a representation of the flag of our national hero of independence, General Jose Gervasio Artigas. Nevertheless, inverted insignia were seen in some photos of mid-twenties; for example,

on the right wing of Spads VII and XIII in company with a standard insignia on the left wing. There are also several cases of markings were inverted by mistake. I remember a T-34A (FAU 646) with an inverted FAU. This was repainted in the correct form after I called it to the attention of an official of my friendship. The same insignia is used by our Aviacion Naval, but with a white border. "In the 'kit' section, I read about the new Aviation Usk Romeo Ro 37, there was no mentioned of the radial-engine Ro 37bis used by the Uruguayan

Aeronautica Militar (later the FAU). A good representation of the scheme adopted is in the instruction sheet for the old Airmodel vacuform kit. Also, the Uruguayan military used one Ansaldo Balilla (the HitKit offering).

"I am sending Tom Young a drawing, by my friend Pedro O. Cerovaz, of the color scheme for a Uruguayan Navy Aviation PT-23. Photos of Uruguayan PT-23 are very rare. Later these aircraft had their engines changed to in-line Rangers, as for the PT19s. The Uruguayan air arms never use the

Republic RC3 Sea Bee or any other Republic aircraft, so Mr. Young can erase Uruguay from his list of military user of the Sea Bee.

"Latest news from Uruguay is the possible purchase of 16 Pillan from ENAER (Chile) by the FAU and four (one for cannibalization) ex-US Coast Guard Falcons for the Uruguayan Aviacion Naval."

Eduardo Luzardo (SAFCH #1383), Picardia M.267 S.37, 91001 Barros Blancos R.8 Km.22.500, Uruguay.

## BULGARIAN PHEASANT: The KB-11 Fazan

[Editor's note: The information below is a translation of the article on the KB-11 which was published in the Bulgarian magazine "Aco". Translation via William Harrod (SAFCH #1349).]

In the period between WW1 and WW2, the aircraft industry in Bulgaria developed rapidly. The oldest Bulgarian factory was the DAR (State Aircraft Workshops) established in 1917 for the repair of Bulgarian aircraft. Production of aircraft began in 1925, mainly aerobatic and training machines. The only military type produced was a reconnaissance type, the DAR-3 Garvan-3 (Raven-3). In 1941, all production was transferred from DAR, located at Bozhurishte near Sofia, to the new DSF (State Aircraft Factory) at Lovech in Central Bulgaria.

In 1926, a contract was signed for a second aircraft factory at Kazanlak (Central Bulgaria) specifically for the license production of Czech Aero types. The factory was built, but the agreement with Aero was cancelled, so the factory produced Chevrolet cars.

In 1930, this factory was sold to the Italian Caproni company and production began on the Ca100 trainer, which were known in Bulgaria as the KB-1 Peperuda (Butterfly). Soon, production of new types was started on both modernized types and indigenous types developed in the factory. As an example of the later, 145 KB5 Chuchuliga (Lark) were built. In 1940/41, a batch of twoengine Ca309 Ghibli with more powerful German Argus engines were built. These were known in Bulgaria as the KB309 Papagal (Parrot).

In 1938, the Royal Bulgarian AF issued a specification for a new type of light reconnaissance aircraft also capable of carrying bombs. The prototype was developed by a team in the Technical Department of the factory at Kazanlak. This team was lead by the Chief Engineer, Italian Carlo Caligaris. The fullsize mockup was sent to the Caproni factory in Italy for aerodynamic tests. These tests were completed on 7 October 1939.

In 1940, the first prototype was produced and flight tests took place at Bozhurishte. The report of the factory test pilot, Capt. Petko Pongancev, criticized the very high canopy and the main-undercarriage supporting struts which were joined directly to the wing. Because of its ugly appearance, this aircraft was known as 'Quasimodo' the Hunchback. It was powered by a 750-hp Alfa Romeo 125FIG33 engine with a three-blade variable-pitch airscrew.

In response to these criticisms, a second prototype was modified and, after successful tests, the type was accepted, in 1941, for AF service under the name KB11 Fazan (Pheasant). Serial production was initiated at Kazanlak. The first five series aircraft were serialised from No. 3 to No. 7 (the first prototype was No. 1 and the second was No. 2). These machines were identical to the second prototype with Alfa Romeo engines and

three-bladed, variable-pitch airscrews. Later, they were designated as KB-11-1.

Later, the Germans provided Bulgaria with unused, Polish-built, PZL Pegasus XXI engines which were license-built Bristol Pegasus XXI. Fitting these more powerful engines on the Pheasants required some structural changes to the airframe. In addition, the canopy glazing was improved. The new engines were fitted with two-bladed, constant-pitch wooden airscrews which were the only ones available at that time. The first aircraft of this batch was No. 8. This version, known as the KB-11A, was produced until 1942. The last aircraft was No. 49.

The KB-11A was in service with 113, 123, 333, 453, and 463 reconnaissance Yatos (Flights) where they replaced the obsolete PZL43 Chaika (Gull), an improved PZL23 Karas used only by the Bulgarian AF. There is mention in some Western sources of the KB11A being used in Yugoslavia against Tito's partisans, but this can not be confirmed by information available in the Bulgarian archives or by the memories of surviving pilots.

After the so-called 'liberation' of Bulgaria on 9 September 1944, all reconnaissance flights were carried out over German-occupied Yugoslav. At the end of 1944, the Pheasants were withdrawn from front-line service because they were frequently fired on by Bulgarian AA artillery because of its similarity with Hs 126 which was widely used by the Germans in the Balkan theater of operations. From 1945 on, the KB11 was only used for patrol and training flights over Bulgaria.

In 1947, 30 KB11, of the total 49 produced, were given as reparations to Yugoslavia. These aircraft were Nos. 167076 to 497076, excluding 19, 22, 30 and 35. (The system of numbering individual a/c was as follows. The first two digits are the No. of the a/c, next four are for the type. This system was also used for the triangle marking on fin: the upper part is the individual No., while lower fourdigit number is the type.) In Yugoslavia, the wooden wings were replaced by all-metal wings produced by Icarus. The KB11 was used as a reconnaissance type in the Yugoslav AF until 1958. In the latter part of its service life, most of the surviving aircraft were converted to target tugs. After 1958, the surviving aircraft were destroyed. The only thing remaining of the KB-11 are a few technical documents in the Yugoslav AF Museum, Belgrade.

The camouflage of KB11 was standard for the period: Dark green upper surfaces and light bluish grey lower surfaces. Only the first prototype was flown with old Royal insignia. All others carried the war-time cross. After April 1945, all KB11 remaining in Bulgaria carried the new post-war insignia: A red disk outlines in white with green horizontal bars, often outlined in white. The national colors were also carried as small stripes on the upper part of the fin and rudder.



# AN ARMSTRONG WHITWORTH FK.8 IN PARAGUAY

Antonio Luis Sapienza

According to Oliver Tapper's book on Armstrong Whitworth Aircraft, only three FK.8 were sold abroad. Two went to Australia and one came to Paraguay.

The FK.8 that would eventually arrive in Paraguay was initially bought in 1920 by an English pilot named Stewart. Stewart dismantled the biplane and put it in a crate and took it to Buenos Aires, Argentina. In Buenos Aires, Stewart met a Paraguayan pilot named Francisco Cusmanich. Cusmanich had become a pilot at Cuatro Vientos Aerodrome in Spain, but when he returned to Paraguay he found there was no work for a pilot. He then moved to Buenos Aires where he worked as a pilot.

Cusmanich and Stewart worked together in Argentina. However, in June 1922, Cusmanich heard about a revolution in Paraguay and decided to offer his skills as a pilot to the government of President Eusebio Ayala. His offer was immediately accepted by the Paraguayan Government and Cusmanich invited Stewart to join him. Stewart agreed, and they traveled to Paraguay by boat with the FK.8 dismantled. After they arrived in Asuncion in mid-June, the FK.8 was loaded on a train and taken to Campo Grande where it was reassembled and put into flying condition. The aircraft was painted in overall dark green and the name: "Pte. Ayala" (President Ayala) was painted in white letters on both sides of the fuselage. Neither roundels nor serials were carried.

On 29 June, the FK.8, piloted by Stewart with Cusmanich at the gunner's position carried out its first sortie. The target was a rebel troop concentration in the city of Paraguari where the FK.8 dropped some bombs.

On its second raid, on 8 July, the FK.8 was greeted by heavy enemy fire near Cerro Leon. A bullet hit the engine in a vital part and within seconds the FK.8 caught fire. In a desperate attempt to save his life, Cusmanich jumped out of the plane, but he did not have a chance since he didn't have a parachute. Stewart stayed in the plane and tried to land, but the fire reached the bombs and the FK.8 exploded in the midair.

The bodies of Cusmanich and Stewart were recovered by troops loyal to the government and sent to Asuncion by train. Following a funeral, both pilots were buried in the Recoleta Cemetery. President E. Ayala made a speech during the ceremony declaring them heroes and martyrs who gave their lives for Paraguay.

Acknowledgements: Very special thanks to Dan Hagedorn who helped identify the biplane flown by Stewart and Cusmanich. Thanks also to R.D. Lyman and Jurg Meister who helped with the bibliography on the FK.8.

Antonio Sapienza (SAFCH #1160), Casilla de Correo #2721, Asuncion, Paraguay.

## Nielsen & Winther Type Aa Photo Gallery

Photos on page 68.

a. Nielsen & Winther No. 1 shortly after delivery in 1917. Note lack of national markings.

b. N&W 3 in the "middle scheme", i.e. with national markings, but without fuselage decoration.

c. N&W no. 1 or 2. Note more open cowling characteristic of the first two aircraft.

d. One of the later (N&W 3-6) aircraft seen from the front. Note slightly more closed cowling than on the two early aircraft.

All photos were taken in 1917 and are from the RDAF Historical Collection, Tactical Air Command, Air Station Karup, DK 7470 Karup, Denmark.

"There is one notable omission in the instructions to the kit: The colours of the wooden and metal are as are described, but we forgot to mention that all fabric areas were left in natural doped linen. The yellow sheet in the Danish language is a detailed description of the construction of the kit, primarily aimed at the builder with no vacform experience. The only thing really necessary to know is that decal for the national tail marking has had clear film printed on the 'pie slice'. You need to cut this off before use."

Claus Dam (SAFCH #1298), Visbjerg Hegn 180, DK-8320 Marslet, Denmark.

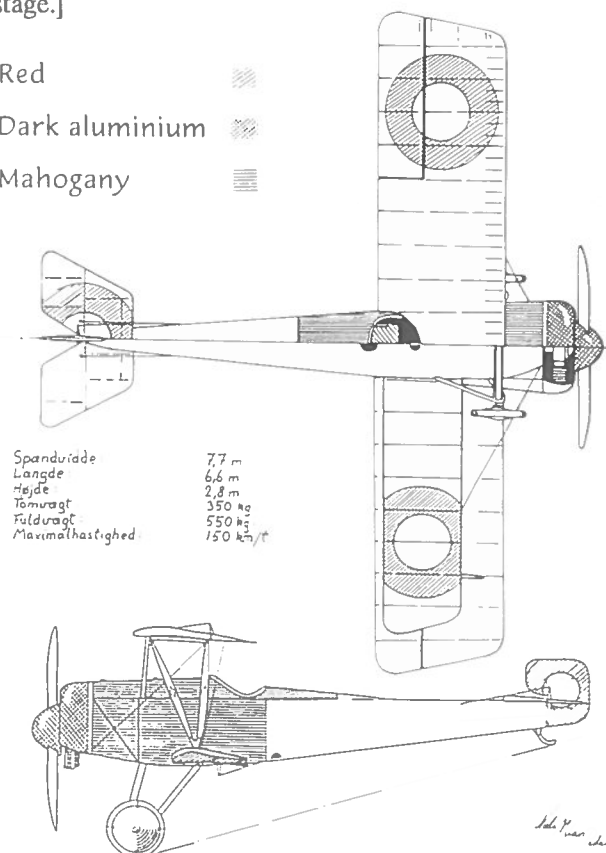
[Editor's note: Claus is offering us a very nice discount, but, after all postage is included, the price from SAFO still comes to \$13. If your interested in the convenience of ordering from the SAFCH, send \$13 and, after several orders are received, I'll

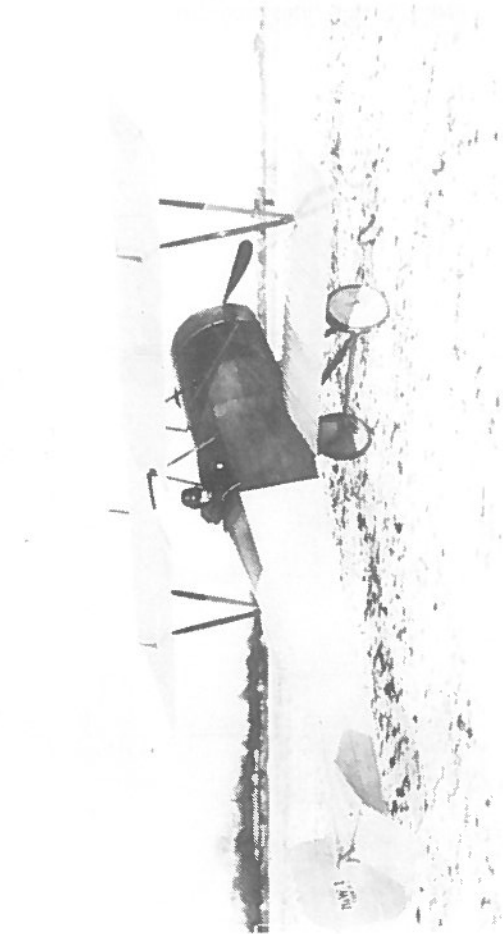
make a group order. The pice directly from Claus is \$13 + £3 postage.]

Red

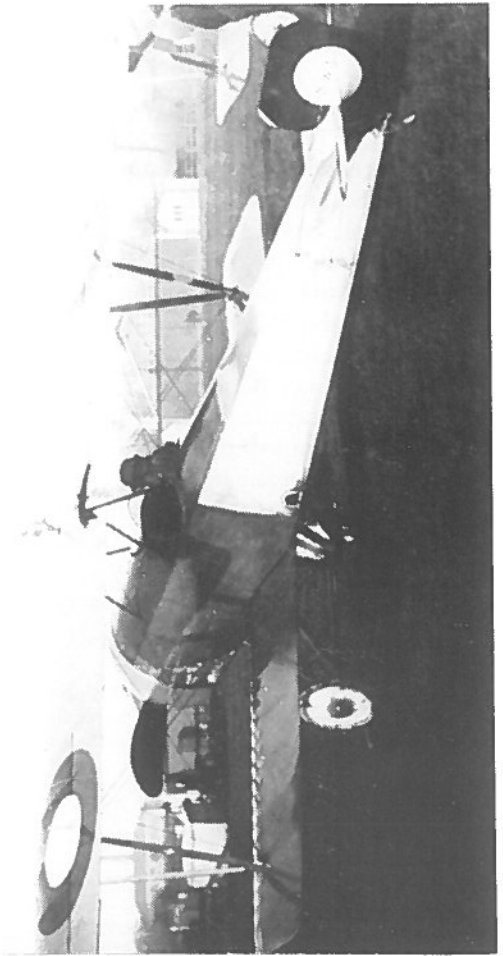
Dark aluminium

Mahogany





a

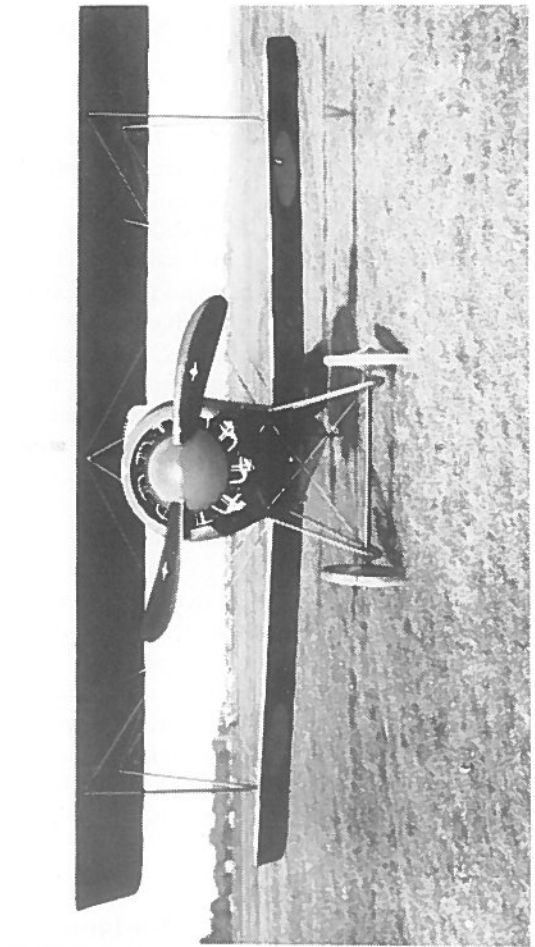


b

Nielsen &amp; Winther Type Aa



c



d